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You can now treat your machine to the sparkling mirror-smooth brilliance of a Brushing Belco finish even more easily and quickly. The new Brushing Belco Primer Surfacer dries so fast that you can brush on your second coat *within an hour* of applying the first. And an hour or so later you can start smoothing down for your finishing coat of Belco brilliance!

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Damaged or worn paint—even a scratch—means rust eating further and further into the metal and reducing the value of your machine. Touch up now, quickly and easily with Brushing Belco. There's nothing like it for providing a hard brilliant protection that *lasts!*

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You'll make a wonderful job of it with Brushing Belco! Apply Brushing Belco quickly and freely with the least possible amount of brushing. *Don't* go back on your work trying to 'improve' it. Brushmarks disappear on their own, leaving a brilliant glass-smooth finish. There's a big range of colours to choose from. Follow the Belco instruction leaflet, step by step, and you'll turn out a job to be proud of!

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B.S.A. B31, 350 O.H.V., s/s	£229	10	0
B.S.A. M21, 600 S.V., s/s	£289	11	8
B.S.A. Golden Flash, 650	£361	19	6
B.S.A. Super Rocket, 650	£283	3	8
TRIUMPH T20 Cub 200	£149	14	0
TRIUMPH Thunderbird, 650	£258	4	8
TRIUMPH Tiger 100, 500	£269	9	3
TRIUMPH Tiger 110 650	£278	3	11
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NORTON Dom. 99, 600	£293	3	3
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VELOCETTE MAC 350	£232	0	8
VELOCETTE Venom, 500 O.H.V.	£266	19	4
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JAMES Cavalier, 175, s/s	£149	14	0
JAMES Captain, 197, s/s	£155	18	9
JAMES Cadet 150, s/s	£110	10	3
ARIEL Colt, 200	£155	18	9
ARIEL R. Hunter, 350 O.H.V.	£230	15	9
ARIEL R. Hunter, 500 O.H.V.	£237	0	6
ARIEL VB, 600 S.V.	£222	1	1
ARIEL Huntmaster 650 twin	£266	19	4
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ARIEL VB and SWALLOW Tudor	£319	11	1
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N.S.U. Prima S Star, s/s	£239	4	3
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PIATTI De Luxe 125	£140	6	11
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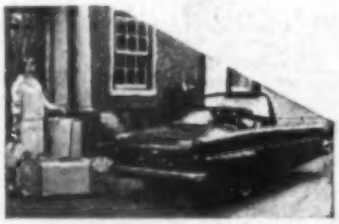

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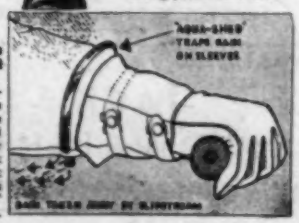

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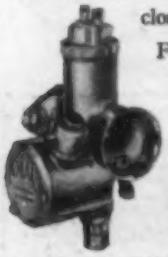

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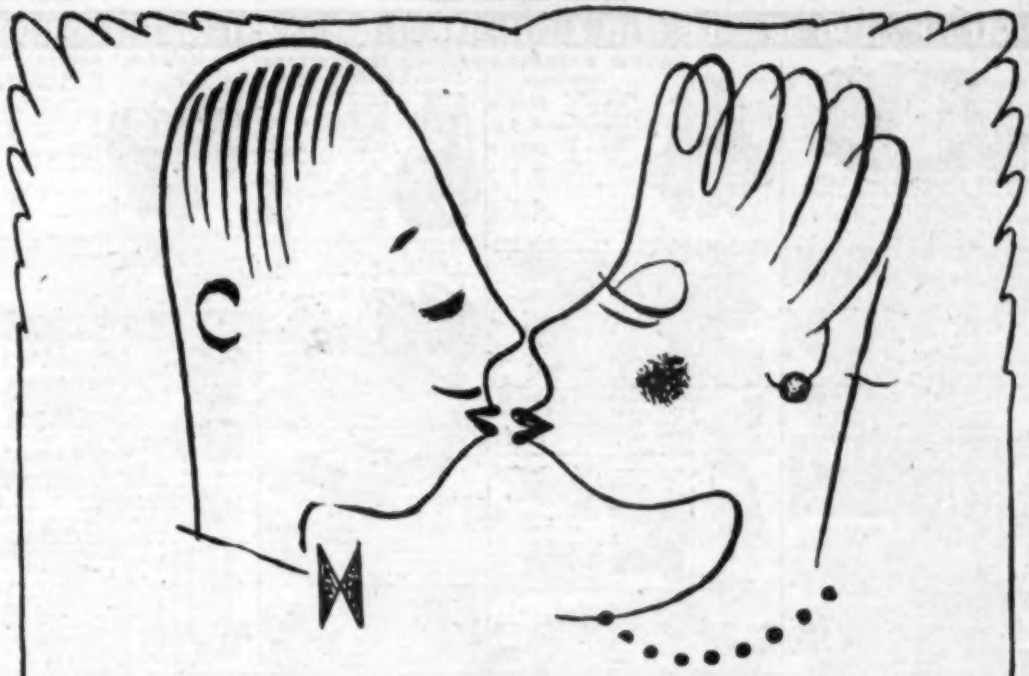

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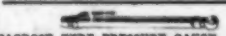

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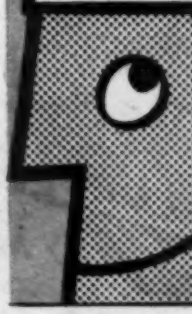

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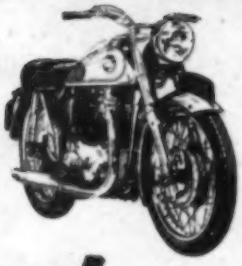

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(" *The Motor Cycle*," *3rd April, 1958.*)

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THE MOTOR CYCLE
VOLUME 101 NUMBER 2883

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THURSDAY
17 July 1958

Editor
HARRY LOUIS

Assistant Editor
GEORGE WILSON

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Editorial, Publishing and Advertising Offices: Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Telephone: Waterloo 3333. Telegrams: Mocycle Sedist London. Annual Subscription: Home and Overseas, £2 15s. Canada and U.S.A., $8. Second-class mail privileges authorized in New York, N.Y.

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The camping season is in full swing. This shot shows a popular site at Henley-on-Thames, boating centre and scene of the world-famous annual regatta

The Way Ahead

IT is no exaggeration to suggest that motor-cycle enthusiasts throughout the world will be thrilled to learn about the new Ariel described in this issue. The latest techniques have been embodied in a machine which portrays an enlightened interpretation of what many motor cyclists are now demanding. So many orthodox motor cycles are being fitted by their owners with fairings which provide a measure of weather protection and reduce wind resistance that it is logical for such fittings to become an integral part of newly designed machines. But the Ariel technicians have gone further. They have incorporated many features, such as unified threads, stop-light actuation from both brakes, hand adjustment of the headlamp setting, enclosure of the rear chain and built-in locks for the parcels and tool compartments and the steering, all of which can make so much difference to the appeal of any motor cycle and continue to give satisfaction throughout its life.

Of the machines introduced in post-war years, relatively few have been new in every detail, having no similarity to earlier models in the same or associated ranges. In the case of the Leader the designers were given complete freedom in meeting the broad specification laid down and they are to be congratulated on the way they have interpreted the challenge. True, the machine is by no means the first to embody built-in enclosure and weather protection. But the Leader appears at a time when motor cyclists are likely to accept it. In other words, it is in tune with demand—and not as far ahead of current thought as to be suspect by a traditionally conservative market.

Over the past few years, scooters have blossomed in popularity faster than any other class of two-wheeler because of their special merits: convenient transport especially over short distances; built-in weather protection; enclosure of the engine and transmission; ease of cleaning; attractive appearance. Many—but by no means all—scooterists have no wish to become motor cyclists just as 100 per cent motor-cycle enthusiasts are most unlikely even to consider owning scooters. Between the two extremes is the great mass of riders and potential riders who see no logic in the intolerance in outlook of the extremists: both scooters and motor cycles have their place.

It has been obvious for some time that the design of the two types of machine would tend to merge: scooters to become more roadworthy than many of them were a few years ago and motor cycles, except those for specialized uses, to incorporate weather protection and a measure of enclosure to make cleaning easier—and by reducing air drag to bring advantages in lower fuel consumption and better performance for a given power/weight ratio. Hence the Leader is likely to be but the first of other designs, some of them with much larger engines, stemming from a similar line of progress.

OCCASIONAL COMMENTS

By "IXION"

Land's End to John O' Groat's

ON June 19 in a paragraph anent the motor-cycle record runs between Land's End and John O' Groat's I accepted E. H. Arnott as the first holder. If I had called him the first accredited holder my reference might have been more correct. Arnott, on a 2 h.p. Werner, set up a time of 65h 45m in July 1902. According to *Bicycling News* for December 1901, Hubert Egerton, on a front-wheel-drive Werner, covered the route in about 104 hours. There is not the very faintest suggestion that the Egerton record was questioned in any way. He just went and made it all on his own. The accrediting of such rides was vague at that date but Egerton satisfied the Werner brothers and the knowledgeable staff of the leading cycling paper. Arnott, like most of his successors, in the absence of any governing body of the new sport of motor cycling, paid 20 guineas to an official timekeeper of the Roads Record Association to verify his ride in every necessary particular, as did Tom Silver, G. P. Mills and most of the men who followed. The R.R.A. did not in fact possess any formal authority over motor cyclists but, where cycling was concerned, were as stern as the M.C.C. or the F.A. are in the cricket and football spheres. The first attempt at a motor-cycle record was a failure. That tough athlete, J. W. Stocks, started on an Ariel tricycle from Land's End as far back as 1899 and reached Kendal (431 miles) in 27 hours of vile weather; there he was so exhausted that he gave it up.

We All Have Control Cables

THE surgeon was busied with another part of my body when he suddenly caught sight of the little finger of my right hand. Thanks to facing years of fast bowling, plus some hefty thwacks at hockey, this finger is considerably distorted and might be compared to Walt Disney's idea of a malformed mushroom. "Hey, what's this?" asked the surgeon as he examined the finger curiously. "Not cancer?" I inquired anxiously. "No, nothing like that." He went on to explain. All our muscular actions—even a wink at Sabrina—are operated by tendons. Each tendon is encased in an elastic sheath. Each sheath is automatically lubricated with a kind of jelly. Many athletes have damaged a sheath or two at one time or another. The jelly may then leak out at the site of the damage, giving the rheumatic mushroom effect. It set me wondering whether the original Mr. Bowden had studied anatomy before he took up engineering? For control cables are extraordinarily like human tendons, except that they are not half so well lubricated. Of course, our lubricating jelly is continuously fortified by pork chops, hamburgers, beer and other nutrients. There was once a poet named David who every Saturday used to sing a little song about his being "fearfully and wonderfully made." He was right, too. Your particular cables may be as much as 60 or 70 years old, may not have been damaged by rough athletics and all the time have been kept sliding smoothly by this mystic jelly. (Tomorrow the surgeon will "reduce" my finger. I wonder exactly how?)

Mechanized Family

IN a social study an American student describes how a single household, consisting of father, mother and three children, was powered by no fewer than 19 motors of various kinds, starting with father's electric shaver and culminating in his son's motor cycle. He estimates that within another decade such a household may embody as many as 50 motors. The house was of the 15,000-dollar pattern (about £5,350) such as superior artisans in the U.S.A. purchase by extended payments. Every window has triple glass, an insect screen and slats of the venetian type to exclude hot sun. By contrast, one can see why the Soviets do not wish their huge population to emulate the American expenditure on consumer goods.

A new scooter? No, this ultra-modern control set-up is on the amazing Ariel Leader which is fully described on pages 68 to 73 of this issue

The Worst Traffic

SOME weeks ago I discussed in these pages what city in the world has the worst traffic problems. Munich was my personal choice. A reader from Detroit has, however, shaken me up good and proper. "Imagine," he says, "a city to which all the approach roads have eight light-controlled lanes. For the homeward rush hours the controls convert six lanes out of each eight into outward roads. All six become stiff and solid with cars driven by men who are tired after a hard day and possibly have had a few revivers before starting for home. At each red light the front row consists of six cars with their engines running well. All of them are gunned hard when the light changes and behind them are umpteen similar rows, all exactly alike, all in a great hurry. The umpteen rows compose a mass of several hundred cars between which even an angel's view could not detect a single clear square yard of empty roadway. It's all right if you're quick, but God help you if you are slow at the jump or if you stall your engine. Then something like an Arctic crevasse splits the giant mass and every car within reach attempts to snatch its way into that

crevasse before it closes up again." Another reader pleads claims of French-Canadian cities. He says that most of our readers have seen Gallic abandon as applied to cars in France. In northern America a *soupçon* of Canadian bumptiousness is added to the Gallic abandon, the cars are much bigger and faster, the roads are much wider and the scrimmage is turning his hair grey.

Two Halt Signs?

RECENTLY a reader consulted me because in his driving test he was asked to state the number of halt signs recognized in the Highway Code. He knew of one only, the familiar red ring-cum-triangle surmounting an order to us to halt at the major road ahead. His examiner said this answer was wrong but failed to explain why, and the examinee in his humiliation forgot to ask. I have never before heard of the question which strikes me as rather a catch. The second variety is the portable stop sign used by school crossing patrols. It can be imposed in two distinct forms and is illustrated on page 22 of the current Highway Code. In one form it is a red disc with white lettering: STOP (and below) CHILDREN CROSSING. In the other form it is a white rectangular board bearing the familiar black torch symbol on the left, the word STOP in red letters and, below, CHILDREN CROSSING and the name of the local authority in black lettering. So the correct answer would seem to be that the Highway Code contains three halt signs, though two of them substitute the verb "stop" for "halt."

More About Taxes

NO excuse is needed for returning to the question of taxes, which some of our readers handle in such lordly fashion. When I lived in the country I used to keep a dog (I doubt whether it is fair to keep any but a lapdog in a town). Dogs have sex instincts at least as strong as our own. So it is wrong to keep a dog away from a bitch all his life. Suppose my she-dog produced six pups a year. The local cop had first to make sure that I had paid my 7s 6d. He had then to interview me six months after the birth of each litter, at which date 7s 6d per pup became payable. He had to extort the six times 7s 6d from somebody or the pups would have to be painlessly slaughtered. He came to me. I explained that I had, for example, sold three pups and given away three more. He then noted down the addresses of the six new owners and set the arm of the law in motion to obtain the legal £2 5s. By that time the six puppies were probably scattered over several counties, so it is not beyond the bounds of possibility that six more cops spent time chasing the six new owners. In England, Wales and Scotland some 2,800,000 dogs are annually licensed; the sole exceptions are sheep dogs and "blind dogs." This is a fine example of a bad tax—a tax with a small yield, difficult to collect, provoking dishonesty, burdening the police, pressing too hardly on the poor. A pedal-cycle tax would have all these demerits and more.

Above: Symmetry, weather protection and luggage accommodation — another view of the two-fifty Leader

Designed from scratch as a complete entity, the new Ariel has most attractive lines and a pipe-dream specification. Photographs do less than justice to its elegant appearance

A Whang Into Wales

By

VIC WILLOUGHBY

Revealing overhead shot of the outfit with the Fan Pool in the background. The parking spot is just off the Llanidloes-Staylittle road

FUN ON A 400-MILE DAY TRIP WITH A ZESTFUL SIDECAR OUTFIT

WE are told the Chinese bang their heads on a wall simply for the joy of the relief when they stop. Be that as it may, Ken Craven and I sympathize with their outlook. For we spent a long day awheel recently revelling in just such a wonderful feeling of liberation. Don't imagine we banged our heads first—but if we had our sense of relaxation could scarcely have been greater. Craven pleaded the tale of the tired business man sorely in need of a day away from his worries. And he pleaded it right well. For my part, I saw no reason why a hard-worked journalist shouldn't benefit equally from a change. So we talked one another into it—a day's fun with Ken's Matchless Super Clubman sidecar outfit. A day away from factory, office and telephone—away from everything except willing wheels, the open road and a July day, whatever that might hold in store.

And to justify the exercise further there was the Wessex chassisless plastic single-seat sidecar which Craven had been boasting about ever since he hitched it to the six-hundred twin. Here was an opportunity to get on terms with the new sidecar both from the passenger's and driver's angles.

Work apart, there are few things other than the prospect of a day's fun that will induce me to set the alarm for 4 a.m. and be ready for the road an hour later. By that way, argued Ken, we could bank on some 16 hours of daylight and cover a stack of miles before the roads became crowded. And from experience I knew he was dead right. Actually it was 5.45 by the time I persuaded Ken to take first stint in the sidecar while I got the measure of the outfit. Even so there seemed to be few folk abroad save for the odd conscientious milkman or returning night owl. The air was like wine and the oufit was a honey. Need I say more? Within next to no time I found myself driving it the way a sporting outfit asks to be driven. Left bends were rounded with the sidecar-wheel springing fully extended and, where possible, with the outfit accelerating hard. Braking was left latish and used to aid the slower right-handers while the third-wheel suspension closed up under the load and the front wheel fluttered a trifle. Either way there was a pained squeal from the tyres. Life was distinctly enjoyable.

A red traffic light brought us to a halt. Craven glanced up reprovingly. "Your driving isn't very restful," he murmured with a flash of insight into the obvious. Poor Ken. The sleep had not quite worked out of his system by then, and he found the zest of those early miles disturbing.

It is always a pleasure to borrow an outfit from someone who is both an expert and an enthusiast. Individual preferences may vary slightly but, in the main, you may be sure that everything that matters will be spot-on. Craven's outfit was no exception. Alignment was just about perfect so that there was no pulling required to keep the outfit on a straight path. The controls were all where I wanted them and they worked smoothly. Brake adjustment was close and the coupling of rear and sidecar brakes well proportioned. The throttle stayed put when the grip was released —yet it was not stiff to operate. And there was no backlash in the throttle cable. Those things make all the difference to the enjoyment of an outing—and all the difference between driving efficiently and otherwise.

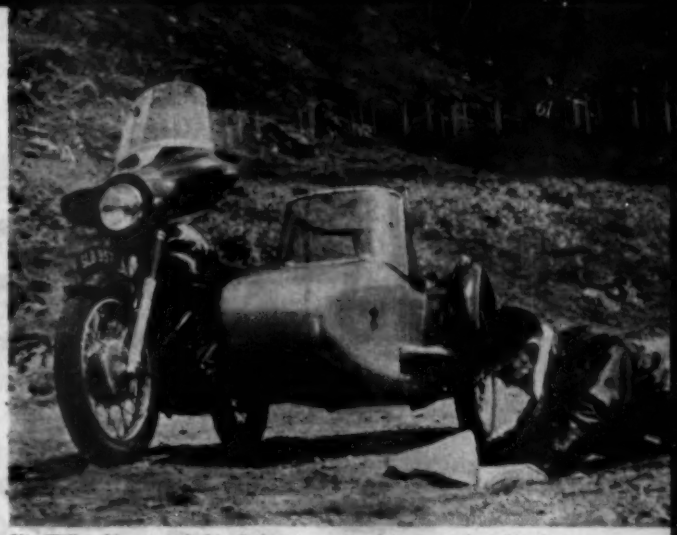
When we were a few miles farther on I knew Craven was wide awake. Above the screech of sliding tyres as the rear end of the outfit drifted outward on the right-hand turn of a clear roundabout came a shout from the sidecar: "Hi, that's my rubber you're wasting!" From there on Ken resigned himself to our exuberant progress. By the time we reached Denham he was puffing contentedly at his pipe while I rent the Buckinghamshire air with a random assortment of ballads and operatic arias.

The farther we went the more I liked the outfit; the G11 and the Wessex are a beautifully matched pair. Of 1956 vintage in the main, the Matchless has a 1957 frame (which means Girling rear shock absorbers) and 1957 camshafts. Also it has a prototype siamezed exhaust system which will be available at option shortly and is particularly useful on a sidecar outfit because it improves the accessibility of the left side of the machine.

Constructed on aircraft principles, the Wessex is right at the top of the sporting-sidecar class. It is light (115 lb complete), and that means much in terms of acceleration and braking. It is aerodynamically efficient, so that it doesn't hamper speed unduly (we reached a speedometer 80 m.p.h. once and exceeded 75 m.p.h. often). And it is sleek in appearance. Yet it is not as spartan as most sports bodies. There is a step in front of the streamlined plastic mudguard for easy entry and exit; and the forward-hinging screen is of generous size and can quickly be fitted with side extensions which curve inward to meet behind the passenger's head.

The body is made in three parts, the nose and tail mouldings being bolted to the stressed, sheet-steel mid-section to which are attached the five short, straight machine connections. The result is a very rigid assembly, completely free from sway, and though the springing of all three wheels is decidedly comfortable, the outfit handled admirably and could not be made to wallow. The sidecar wheel, by the way, is carried on a light-alloy bracket which slides in two vertical guides and is controlled by a single telescopic spring unit with hydraulic damping. Ken Craven is a man with the courage of his convictions and so the Matchless sported one of his Kestrel windscreens and a Chevron pannier set. Accessories which look more built-in, I have yet to see.

Happy overall gearing gave the outfit a willing and flexible top-gear performance and we hummed along, sometimes at 60 m.p.h., sometimes at 70. The effort required for cornering was middling: steering was not so light as on outfits with fork trail



Vic Willoughby spreads his Ordnance map on the ground at Martig, some three miles north-west of Rhayader

Frontal view of the six-hundred Matchless with the interesting Wessex sidecar on a typical narrow and undulating road in the heart of Montgomeryshire

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Left: A wet spring and early summer means that, under bright sunshine, Wales is now at its best. This picture was taken on A44 where it crosses Afon Marteg. Below: Ken Craven looks into the top compartment of his attractive Chevron pannier set

specially designed for sidecarring, but not so heavy as with trail uncompromisingly chosen for solo use only. Gerrards Cross slipped by and even on the long built-up stretch at Beaconsfield and the Wycombes we still had the road almost to ourselves. Then over the Chiltern Hills in bright sunlight and on towards Oxford.

I kept to A40 round the Oxford by-pass and on through Witney to pretty little Burford. There my usual route to mid-Wales (where we had decided to go) differed from Ken's so I turned right on to A424 at his direction and handed over to him shortly afterwards. No sooner were we on our way again than I breathed a sincere "Thank you" to the Wessex folk. For they provide not only two arm rests but also that most desirable yet uncommon sidecar feature—a footrest. The screen and its extensions also came in for approval: they eliminated practically all draught. Even when I sat bolt upright, all that was desirable was to turn up my collar.

Our route across the Cotswolds and the Vale of Evesham took us through Stow on the Wold, Broadway, Evesham and Pershore to Worcester. While Ken made generous use of the engine performance, I mused that the benefits of an early start are psychological as well as practical. Not only are the roads free from traffic, but there is that wonderful feeling that one has stolen a march on the rest of the world who are wasting their time in bed! We marvelled at the glistening freshness of the countryside—one of the compensations of the long rainy spells which had marred the early summer. And as our eyes scanned the rolling slopes to right and left of the road, we saw nestling in the hollows sleepy stone-built Cotswold villages with their prominent church steeples.

At 8.20 sunlit Broadway looked as picturesque as ever it does on the coloured post cards. Ten minutes later we burbled into Evesham, turned left alongside the River Avon and came on the beautiful variety of waterside trees and flowers. As we swept into Pershore, anchored motor launches and a roadside fair presented a colourful but lifeless scene.

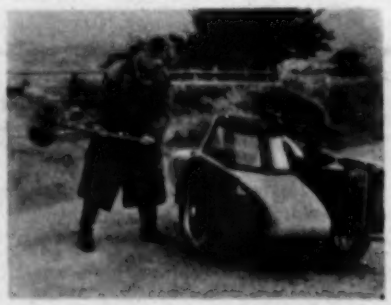
We could see the Malvern Hills rising on our left as we sped along the wooded road to Worcester. And what a friendly sight that city was with its red-brick buildings, its cathedral, the smooth-flowing River Severn and hordes of children dawdling to school. We left by the tree-flanked Bromyard Road and were soon twisting our way into Herefordshire. In Bromyard we swigged hot coffee, then I drove Ken over the Malvern Hills to Leominster, on to Kington and past the "Welcome to Wales" sign at the border.

Notwithstanding a gloomy weather forecast the previous night, we met only two rain showers during the day and the first fell as we passed through New Radnor, leaving the forest on our right. Soon the roads were dry again and, after stoking up with sandwiches at Penybont, we continued to follow A44—through Cross Gates (just north of Llandrindod Wells, headquarters of many an International Six Days' Trial) and Rhayader—the popular tourist centre on the River Wye—to Llangurig. There we forked right for Llanidloes and Caersws.

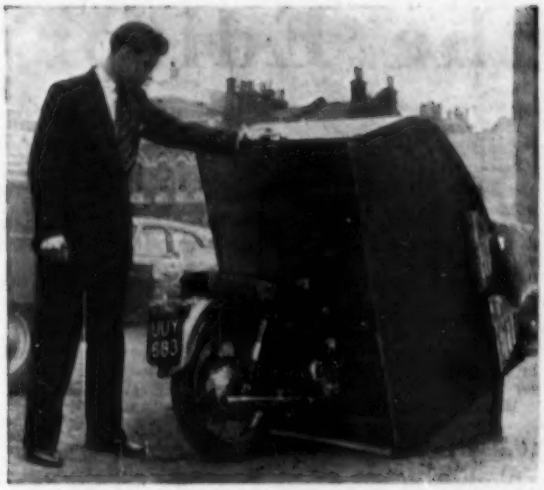
Until you've been to Caersws you would never imagine it is pronounced Kersoos. But whatever the pronunciation we thought we'd gone far enough if we were going to allow a little time for looking around. One of the locals told us of a pretty little narrow hill road, look you, so we retraced our tracks to Llanidloes, turned right along the Staylittle road, then forked left at the "finger-post." Sure enough the road was narrow—and hilly—and the landscape view was gorgeous, especially looking north-east across the Fan Pool in the valley below. We dallied, and the countryside was ours for we didn't see another living soul until we were dropping towards Llanidloes once more. The town was sweltering beneath a clear blue sky and homeward-bound school children were admiring our red-and-grey outfit by the time we pulled out after a late lunch.

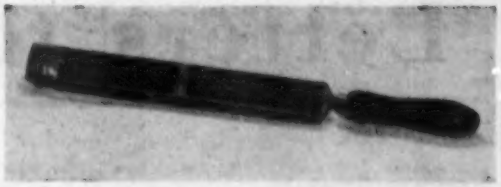
Ken made the engine work for its keep on the 30-odd miles to the border where we stopped and changed places. I don't know if it was the superlative weather, the clear roads or the stimulus of the lunch—but the early morning exuberance returned in full measure. And the sinuous roads of Herefordshire gave the impulse full scope. What fun one can have with a thoroughbred outfit on such going! When we refuelled a few miles east of Leominster, Craven called me a name which would have been rude if we weren't friends and suggested taking the helm again lest his nails be bitten down to the quicks. (It's strange how hardened sidecarrists make apprehensive passengers.) But I insisted on my full stint, which finished at Broadway at a tea-stop during a shower of rain.

It was after 10 p.m. when I stopped the outfit outside Willoughby Manor at Enfield, leaving Ken to polish off the few miles to Harlow alone and thus complete a 415-mile day. Ken's pride in his outfit was amply justified, I decided. On the homeward run in particular we had hammered it mercilessly, often using engine, brakes and tyres almost to the limit. Yet the Matchless seemed to relish the fun as much as we did. I don't know about the Chinese. But if, when they rest their heads, they feel the same contented glow that we did that evening, then they are likely to pursue their strange habit for a long time yet.



An old mallet found at the roadside provides the excuse for a lightheartedness moment

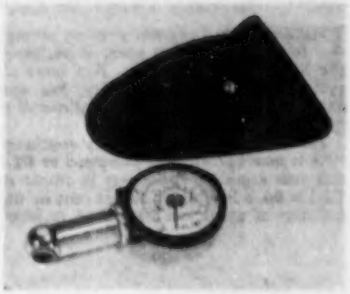




Above is shown the Surform Fine Cut File (see "Jack of all Trades")

Left: The Branson miniature garage in its opened form. Two sections are pivoted at the base

On the right is the French-manufactured Pressographe tyre gauge. The reading is shown on a dial



Accessories Review

MINIATURE GARAGE

RIDERS who do not possess garage facilities will be especially interested in the MiniGarage which takes the form of a rigid cover for the machine. Substantially semi-circular in side elevation, the MiniGarage is constructed in two sections, one of which is just large enough to fit over the other. Access is gained by pivoting back the larger section over the smaller section, whereupon the machine can be wheeled in or out.

Material of the sides is ¼in-thick, resin-bonded plywood and the roof is of exterior-quality hardboard. Dimensions are 7ft 9in long, 2ft 9in wide and 4ft high—large enough to accommodate an average machine with ease. However, owing to lack of height at the forward end of the pivoted section it may not be possible to place a large machine on its centre stand without the rear number plate fouling the structure; in most such cases the machine could be accommodated on its prop stand.

The manufacturers are E. A. Branson (Woodcrafts), Newtown, Leominster, Herefordshire. The price is £16 carriage paid. For machines fitted with windscreens an alternative model 5ft 2in high is available at £18 10s.

CLEAN HANDS

IN *The Motor Cycle* for November 7 last was reviewed a hand cleaner called Soff—a preparation that removes dirt from the hands without the use of water. Originally marketed in small 6d packs, Soff is now available also in polythene bottles that contain enough for 16 to 20 applications. The price is 3s 6d. Makers are The Constrictor Tyre Co., Ltd., Nursery Lane Works, Forest Gate, London, E.7.

JACK OF ALL TRADES

FEW hand tools can have so wide a range of uses as does the Surform Fine Cut File. The tool's chief feature is a hardened and tempered blade invented by Firth Brown Tools. The blade has angled teeth so designed as to provide a uniform depth of cut and is generously perforated to prevent clogging. Used for a variety of jobs on timber and light-alloy sheet, the tool provided a very smooth finish. The manufacturers claim that equally good results are available with mild steel, brass and copper and, indeed, with most non-ferrous metals.

Price of the Fine Cut File is 12s 6d and replacement blades cost 3s 6d. Manufacturers are Simmonds Aerocessories, Ltd., Treforest, Glamorgan.

Soff hand cleaner is now available in a polythene bottle

NOVEL GAUGE

MADE by the French Sclaverand concern, the Pressographe is an unusual tyre pressure gauge in that the reading is shown on a dial and not by plunger. On the dial are pound and kilogramme scales, a feature of interest to the continental tourist, and the pointer reading is held until reset to zero by depression of a small knob on the side of the dial.

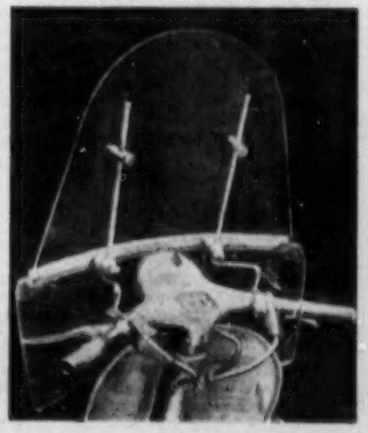
The overall length of the Pressographe is just under 3½in—small enough to be carried comfortably in the pocket of one's riding coat or jacket.

Complete with plastic container, the gauge costs 19s 6d; it is marketed in Great Britain by Pool Clock Co., 30, City Road, London, E.C.1.

SCOOTER SCREEN

THE Stratford Auto Components 1A scooter screen is of rimless, Perspex type equipped with a one-piece transparent apron. The blade measures 26in wide by 20½in high and is mounted on vertical rods attached to the handlebar by clamps. Height adjustment is readily altered by means of knurled pinch bolts screwed into the screen mounting bosses. During a lengthy test the screen provided adequate protection for the rider—for his hands as well as his body. The sole criticism was that at night there was some back glare from the apron. The price is £5 5s. Manufacturers are Stratford Auto Components, Ltd., Manor Works, Shottery, Stratford on Avon.

The Stratford Auto Components screen described above. It is fitted to a Gran Sport Vespa



Letters to the Editor

Insurance Premium

Excessive Charge for Continental Green Card?

PLEASE may I register a strong protest regarding what appears to me to be a fine piece of highway robbery on the part of the insurance companies? For years after the war my motorcycle insurance—a third-party, fire and theft policy—had an extra 19s 6d added to cover continental risk. This seemed to be quite reasonable.

However, two years ago this continental cover or green card, as it is now known, was increased to £1 14s. It was a shock but this year a greater shock was in store: the green card now costs £2 12s 6d, a loading of 50 per cent on my policy. (Such was the quantity of medicine I required to recover from the shock that

"It's always like this when the television Toppers come on"

the nearest distillery almost had to work double shifts!) My Aberdonian soul rebels at paying good "siller" for nothing so I intend investigating the cost of buying insurance on the frontiers of the various continental countries, for I am doubtful that their charges will be greater than £2 12s 6d.

On the Swiss frontier, for instance, the car owner can purchase third-party cover for 25 Swiss francs per month—a little more than £2—and in Yugoslavia his insurance would cost him approximately 850 dinars for 10 days, which is about 1s 6d a day.

It would appear that the insurance companies have smelt easy pickings with the increasing flow of motor traffic to the Continent but perhaps some reader with insurance connections can enlighten me with facts and figures regarding this supposedly greater liability.

JIM REID

Aberdeen.

Highland Delights

So Much Beauty in Scotland and Wales

I WAS very interested in the letter from Kenneth Wheelan about Scottish tours. My late husband and I made our first tour of part of Scotland in the summer of 1956 in appalling weather, but we were so impressed by the beauty that we decided on Scotland for last summer. We toured round the coastline from Gretna to Greenoch, then made our way up to Argyllshire. We toured all over Argyllshire, then on to the Kyle of Lochalsh, across to the Isle of Skye, back again on the Strome Ferry, working our way over to Inverness with the hope of going on to John o'Groat's. But we had spent so much time going to all the farthest points in Argyllshire that we decided to make our way back as we wanted to see the Forth Bridge and visit Edinburgh.

We had every intention of going straight to Inverness this year and making that our jumping-off point for farther north. Unfortunately it was not to be and now I will never see the beautiful places that Mr. Wheelan mentions.

I wonder why people go abroad when there is so much beauty in Scotland and Wales if they only take the trouble to look for it.

Mrs. B. C. ANSON.

Walsall, Staffs.

Water Injection

Disagreement with Theory Propounded by Mr. Daines

MAY I be given space to disagree with B. Daines' views on water injection as expressed in your issue for June 26? First, he states that hydrogen is a stronger reducing agent than carbon. However, if that is so how does he explain the reaction employed for the manufacture of water gas? In this process steam is passed over heated carbon (coke) forming a mixture of hydrogen and carbon monoxide.

$$C + H_2O \rightarrow CO + H_2$$

Here, clearly, carbon has reduced a hydrogen compound (water), liberating free hydrogen. This reaction would be impossible if Mr. Daines' hypothesis were correct.

Secondly, he considers the increase in performance to be due to the catalysis of the reaction between carbon monoxide—produced by partial combustion of the fuel—and oxygen of the air. I agree with him entirely that *perfectly* dry carbon monoxide and oxygen will not explode together. But where is he going to get his dry carbon monoxide and dry oxygen from? The air drawn into an engine always contains a measurable quantity of water vapour (especially in this country) and also steam is one of the products of combustion of petrol vapour with air. This, then, is a clear example of autocatalysis (a reaction which is catalysed by one of its products); further, not all the exhaust gases are expelled on the exhaust stroke and therefore each fresh charge is mixed with an amount of steam formed during the previous power stroke. Since the water vapour and all the reacting gases are in the same phase (gases and

vapours), the amount of water vapour needed to catalyse the whole reaction is very small. The amount present due to the foregoing causes is quite sufficient.

Thirdly, if Mr. Daines' theory of catalysis is true it would mean that the combustion would proceed much faster than normally after ignition. Thus the pressure would rise much

more rapidly before top dead centre and this back pressure on the piston would produce a loss rather than a gain in performance. These facts show, I think, that Mr. Daines is barking up the wrong tree.

Finally, my own views are much akin to those already put forward in *The Motor Cycle*. I attribute the decrease of fuel consumption to the fact that since water has a very high latent heat of vaporization (540 calories per gramme), much heat energy that would otherwise be lost out of the exhaust port is used in converting the water into steam. This not only cools the cylinder and the induced charge—thus offsetting any tendency to detonate—but the pressure of the steam produced supplements the pressure due to combustion of the fuel. Thus the total gas pressure acting on the piston *after* top dead centre is increased. This leads to an all-round increase in efficiency.

Tawstock, Devon. P. G. HALLETT

B.B.C. Broadcasts

Their Appeal Must Be to the Majority

I HAVE never written a letter for publication before but that stupid remark by K. A. Roe (July 3) has impelled me to do so. What does he mean when he refers to football, cricket, horse racing and tennis as trash? Obviously anything that he does not like is trash. How narrow-minded can one get? I would like to remind him that football is the most popular sport not only in England but in the world. I have no interest in horse racing but appreciate that thousands thoroughly enjoy it.

As to the reason why the B.B.C. does not devote much time to motor cycling, surely it is obvious that they have to cater for the majority and the majority prefer those sports which Mr. Roe finds so obnoxious.

To change the subject, I would like to answer D. R. Dingley's letter in the same issue. I have a 1953 three-fifty B.S.A. which I purchased secondhand. I have covered 25,000 miles and have not touched the engine but I can get 110 m.p.g. on a longish run at speeds of around 45 to 50 m.p.h. I can give no data as regards compression ratio, size of piston, big end or timing-side mainshaft because, frankly, I don't know which from t'other.

Cambridge. C. A. ROSE

Other Sports with a Larger Following

BEING a keen motor cyclist, I agree with K. A. Roe (July 3) that the B.B.C. might have sent TV cameras to the Isle of Man. However, I am compelled to deplore his juvenile, one-sided attitude towards other (may I be forgiven) often more interesting sports, especially as some of those he mentioned undoubtedly have a larger following than has motor-cycle racing. ROGER M. DEW

Whitton, Middlesex.

Couldn't Care Less

Reasons for Garages' Attitude to Motor Cyclists

REGARDING the complaints from Messrs. Bell and Bowker with reference to puncture repairs on motor cycles, there are two explanations. One is that garages are short staffed and may not have a man to detach to do the job, most of their work being done on an appointment basis. Further, a valued mechanic may not like motor cycles and the employer, by insisting on such a job being done, might lose him.

I think the main reason is that labour is so costly and the garages have in the past had arguments with motor cyclists over the cost of puncture repairs which are usually expensive on a time basis, especially when wheels are removed by car mechanics. The garages, therefore, prefer to turn work away rather than have their charges questioned. It is a case of the few, such as your correspondents, suffering from the grouses of the many!

Cardiff. "OLD TIMER"

Let Garages Prepared to Help Show a Sign

WITH reference to the correspondence under the above heading in *The Motor Cycle* for June 26, I, too, have had some of this treatment. While on holiday last year I had a puncture in my rear tyre. I removed the wheel and took it to three garages before I could get someone to take off the cover and fit a new tube, and even then I waited three days. I did not even want the existing tube repaired, although it was virtually new.

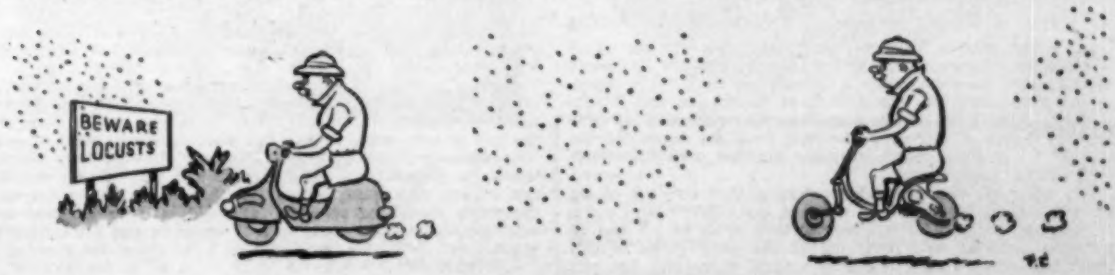
I would like to make a suggestion that all garages who are prepared to help motor cyclists with punctures and other kinds of repair work should display a sign to indicate their willingness to do so. In this way we should know beforehand that we are going to be served properly and we should also know where to go for petrol, oil and other items. Well, it's an idea, anyway! W. G. SKINNER

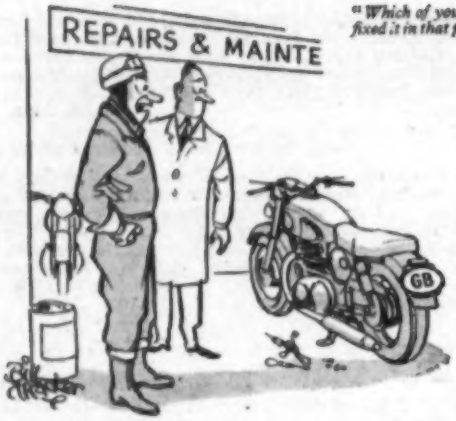
Coventry.

Police Behaviour

Objection to Engine Quietly Ticking Over

THE letter from "Norton" (June 19) regarding his encounter with the police interested me very much, especially as I had a similar experience only a few weeks back. I had pulled into the kerb at the side of a roundabout while awaiting the arrival of a friend. As it was pouring with rain I decided to





"Which of your geniuses fixed it in that position?"

leave the engine running to try to dry up some of the water on it. I therefore set the throttle right back, allowing the engine to tick over quietly, and was sitting astride the machine when I realized that I had stopped nearly opposite a police house. That did not worry me because I considered I was not causing a nuisance by so doing.

I was, therefore, very surprised and not a little annoyed when a policeman emerged and, in a very unpleasant manner, ordered me to leave, on the grounds that I was causing a nuisance. I understand that, according to law, nuisance is judged according to whether it would be tolerated by a reasonable man adopting reasonable standards. Therefore smoke, noise, offensive smells, odours or vapours are all judged according to a reasonable standard and I certainly think that any reasonable man could tolerate the sound of a motor-cycle engine ticking over. If not, he can hardly be human. D. S. GREEN

Norwich.

Women Motor Cyclists

Mr. Adlington is Defended by His Wife

APPARENTLY my husband started a great deal of controversy by his letter to you (May 22) and I feel that I should rush to his defence, although I must admit that I agree wholeheartedly with the opinions expressed by your readers. However, I would point out that he meant he did not like the *appearance* of women on motor cycles. I do not actually enjoy looking like a fugitive from outer space myself.

With all due respect, I should also mention that my husband is endeavouring to teach me to ride our three-fifty B.S.A. and has even shown great patience when I kick her over and fall flat on my face! It is just that he has a failing for "sweet little things" (I being neither sweet nor little) and would hate to see them hiding their forms under heavy protective clothing as would be necessary on anything bigger than a scooter.

I trust that I have helped to straighten things, as he is not really the monster he would appear to be.

Croydon, Surrey. Mrs. G. M. ADLINGTON

Thruxton 500-mile Race

A Couple of Points for Next Year's Meeting

AS a spectator at Thruxton on June 21 my eye for detail beheld a sight which, had I entered on my B34 clubman's model, would have caused me to scratch my entry. The object of my displeasure was gravel, both at the chicane and Windy Corner. Some £300 worth of machine, not to mention its rider and his chance of a place in the race, could be ruined for the lack of a motorized rotary sweeping machine used before the start of this great event.

My next crib also makes horse sense. It is the lack of leg or hand signals displayed by some of those brave boys when pulling into the pits for attention to their sputniks. A glaring example occurred some time during the early stages of this great race when a rider suddenly turned in towards the pits without a signal or warning of any kind. I heard a number of men around me exclaim. Several lads just coming out of the chicane close behind this particular offender had to perform some sticky riding for a few seconds to avoid him and each other. There was very nearly a nasty pile up.

All the best to Mike Hailwood and Dan Shorey for their fine win. It is a good thing for them that chaps like me cannot afford the cost of racing, or they would find the competition very hot indeed. I really mean that, too.

Larkhill, Wilts. "IRISH DARKHORSE"

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

Angle of Bank

Scooter Problem Emphasized on Slow Corners?

WITH regard to "Ixions's" comment (July 3) that one cannot bank over with inpunity on a fast corner on a scooter because the footboards are not high enough, in my experience it is on slow corners and not fast bends that one has to bank over farther. Have other readers any views on the subject?

Glasgow, W.2. D. J. BROWN

Diesel Smoke Nuisance

Suggestion for Organizing a Mass Complaint

A PRIME menace on our roads which is rather more insidious than the careless driver is embodied in the clouds of unburnt fuel, mainly diesel oil, to which motor cyclists in particular are exposed. A journey of less than 100 miles on main roads results in one's face being plastered with soot. Perhaps it is fortunate that we cannot see our, originally pink, lungs.

Various suggestions have been made by persons in high places which only half solve the air pollution problem. Some transport organizations appear to make half-hearted efforts to check smoky vehicles. However, I feel that the only way to stamp out the menace is to impose a really heavy penalty on offenders. A substantial collection of signatures of motor cyclists throughout the country recommending heavy penalties for persons owning smoky vehicles might be forwarded to the Minister of Transport with some effect.

"Ah yes, you had a bronze head at that time . . ."

Signatures might be collected by a chain system. For instance, one person in each A.C.U. centre could collect, say, five signatures from fellow enthusiasts whom he knows well. Each of the five in turn would collect five more signatures, and so on. The originator would eventually receive all the signatures which would be passed back along the chain. This system should not require very much individual effort and a list of several thousands should be possible. I would be only too glad to originate such a chain in my area. I would be glad to hear from anyone who feels the same way as I do about the problem.

Liverpool, 18. R. A. GILHOOLEY

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THE PRESS AGREE "BRITAIN'S FINEST ROAD MAPS"

The new National Benzole Road Maps have received a terrific welcome from both the public and the press. And no wonder! They are an entirely new approach to road map-making. Here are some of the many tributes from leading motoring correspondents:

An excellent series . . . clear and well printed . . . THE TIMES

Four of the clearest 5-miles-to-the-inch maps we've ever seen . . . VAUXHALL MOTORIST

A new approach to the science of road map making . . . SERVICE STATION

The London one is far more easily read than is usually the case . . . AUTOCAR

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TAILOR MADE

FAMILY NEEDS PROMPT AN ENTHUSIAST TO BUILD AN ATTRACTIVE THREE-SEATER SIDECAR

SOME folk make their own sidecars for fun, others because the budget will not run to a factory-made chariot. Yet others elect to build a sidecar body for the simple reason that there is nothing on the market that ties in with their precise requirements. E. C. Walker of London, S.E.13, falls into the last category and the three-seater saloon he built for his G80 Matchless and Watsonian chassis was designed solely to meet the requirements of his wife and 17-month-old son.

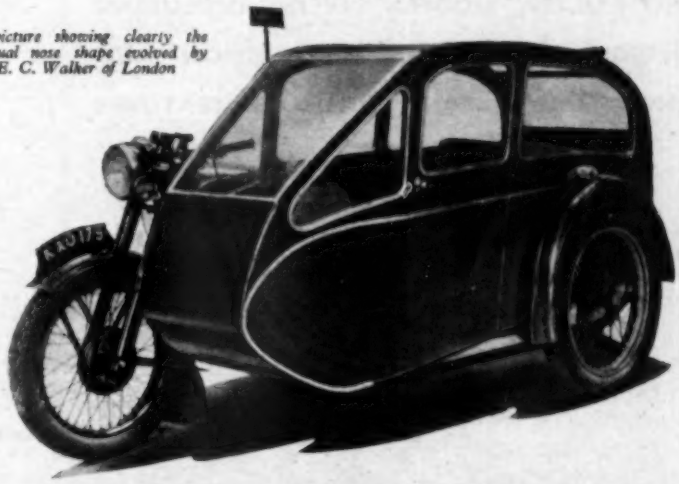
Primary consideration was to provide sufficient room in the nose to enable his son to sit in front, and thus in full view of his mother. In side elevation the nose is of semi-ovoid shape and the lad sits on a small, collapsible chair; leg-room in the rear compartment is sufficient for a person of up to 5ft 6in in height.

Construction follows orthodox practice and features a softwood and plywood frame panelled in 4mm plywood. Unusual is that the panelling below the body waistline is covered with 22-gauge light-alloy sheet stuck to the plywood with rubber-base adhesive and further secured by decorative light-alloy strip screwed in place. Use of the metal sheet was prompted by the desire to obtain the best possible finish. The fixed canopy is covered with plastic sheet.

Of generous width, the full-height door is equipped with a lock and hinged at the rear, a feature which enables Mrs. Walker to lift her son into his seat in the nose without being hindered by the door. Excellent all-round visibility is furnished by large windows cut from 0.030in-thick Cobex. The windscreen, on the other hand, is of Perspex.

Mr. Walker is a cabinet maker and his skill is clearly reflected in the excellent finish. Interior trim is in red Rexine and amenities include a glove compartment built into the nose and interior lighting. The two main seats are upholstered in cloth-covered foam rubber. No luggage space is provided though there is a capacious tool locker in the rear of the body.

Cost worked out at approximately £24 and construction occupied some 11 weeks of evening and weekend work. Mr. Walker has no workshop and the body was built in his back room. One of his friends was so impressed that Mr. Walker has built a replica body, using the original drawings.



A picture showing clearly the unusual nose shape evolved by E. C. Walker of London

Discs and Hydraulics

Stockport Enthusiasts' Clever Modifications to a Racing Sidecar Outfit

ALTHOUGH racing sidecar outfits may look similar from outside the streamlining, most of them bear considerable evidence underneath of their owner's individuality and personal preferences. So it is with the Norton outfit raced by Stockport's Stan Nightingale and Ernie Sheldon. The sidecar chassis is ex-Ernie Walker and the outfit is at present powered by a 1953 long-stroke engine. Highlights of the modifications are a hydraulic braking system and the use of a disc brake on the sidecar wheel. As on the factory B.M.W. outfits, the pedal operates all three brakes and additional power can be applied to the front brake by means of the hand lever. The only components not made by Nightingale and Sheldon are the Lockheed hydraulic master and wheel cylinders which are of normal car pattern.

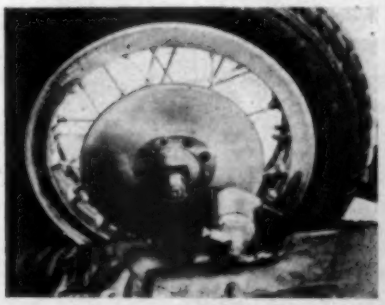
Since the front brake is of two-leading-shoe pattern it has two hydraulic cylinders, each of ⅞in bore; the single unit for the rear brake is of the same bore, whereas the sidecar-brake cylinder is of 1½in bore. (Because of the absence of self-servo effect, a disc brake requires a higher operating pressure than a normal drum brake.)

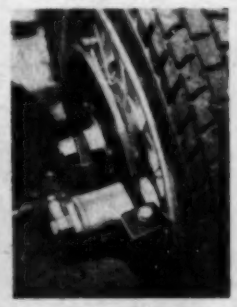
Of 8½in diameter and ¼in thickness, the disc is manufactured from a chromium-tungsten steel and its rubbing surfaces are ground and hard-chromium plated. It is attached to the light-alloy wheel hub by socket-head screws and located by taper dowels; wire-thread inserts are used in the hub to obviate the risk of stripping. Also in light alloy, the caliper portion of the brake carries the hydraulic cylinder on one side of the disc and has a floating mounting to equalize the pressure on the two Ferodo friction pads.

On the front brake the combination of hydraulic and mechanical operation has been very neatly carried out. The braking system was given its first airing at Oulton Park on Easter Monday and proved very satisfactory—so much so that plans were put in hand for an all-disc system on which considerable progress has already been made.

Next try-out was the Whit-Monday Cadwell meeting; after finishing third in its heat the outfit gained sixth place in the final and won the handicap in which it put up the fastest lap. Only modifications to the disc brake found desirable so far are an increase in the caliper "float" and the use of softer friction pads.

Another interesting feature of the outfit is the use of the main chassis tube as an oil cooler. Yet another is a clutch-driven fuel pump which draws fuel from a 1½-gallon container in the polyester/glass sidecar-wheel fairing. The two enthusiasts are hoping to acquire a short-stroke engine and work has begun on polyester/glass streamlining, as the light-alloy shell now fitted is showing signs of fatigue.



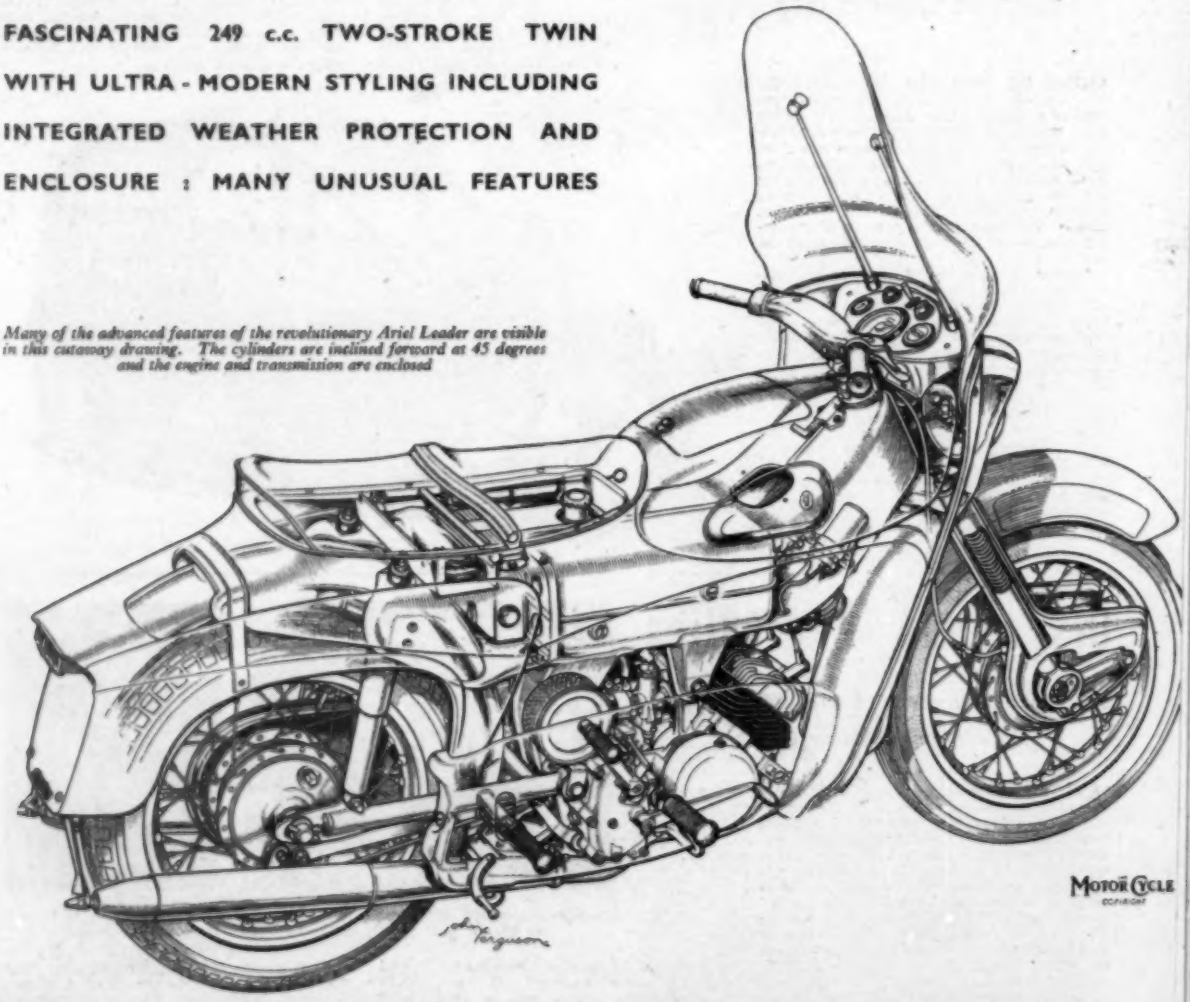


Two shots showing the Nightingale-Sheldon modification. The disc brake on the side car wheel is hydraulically operated as are the front and rear brakes

The Exciting Leader

A REMARKABLE NEW ARIEL

FASCINATING 249 c.c. TWO-STROKE TWIN WITH ULTRA-MODERN STYLING INCLUDING INTEGRATED WEATHER PROTECTION AND ENCLOSURE : MANY UNUSUAL FEATURES



Many of the advanced features of the revolutionary Ariel Leader are visible in this cutaway drawing. The cylinders are inclined forward at 45 degrees and the engine and transmission are enclosed

SELDOM since the earliest days of motor cycling can a new model have embodied quite so much novelty as does the 249 c.c. Ariel Leader. In laying out this aptly-named two-stroke twin, chief designer Val Page and his team were given that dream of all designers, a completely free hand. The only stipulations were that the machine must be an ultra-modern two-fifty with built-in weather protection and a lively but refined performance. Provided that the model could be marketed at a competitive price, any method of construction they chose could be employed.

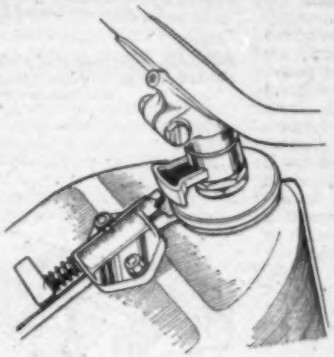
Here was an opportunity not to be missed and great credit is due to the Ariel directors for having the enterprise to present it. All praise, too, to the design staff for tackling it from first principles and refusing to adopt established methods if the unorthodox offered better prospects. Yet, although there is unorthodoxy in abundance, it is allied throughout to commendable technical soundness and, as would be expected, many of the ingenious features incorporated are the subject of patent applications.

The Leader, fruit of three years' intensive work at Selly Oak, is a machine of real distinction and one which could mark a turning point in the history of motorcycle development. It is designed as a whole, not as a collection of components; not only is it admirably styled, but its power-unit enclosure and integrated windscreen and legshields endow it with a cleanliness and convenience not bettered by a fully equipped scooter.

Steel pressings are employed for the frame and bodywork, and the side panels are readily removable to give first-class accessibility of power unit and transmission. Parcel accommodation is inbuilt and panniers are available which, unlike most, enhance rather than detract from the good looks. Among the many other sound features are enclosure of the rear chain and a novel trailing-link front fork which is claimed to give outstandingly good steering and comfort. Unified threads are used throughout below ½in diameter and screw heads have cruciform slots.

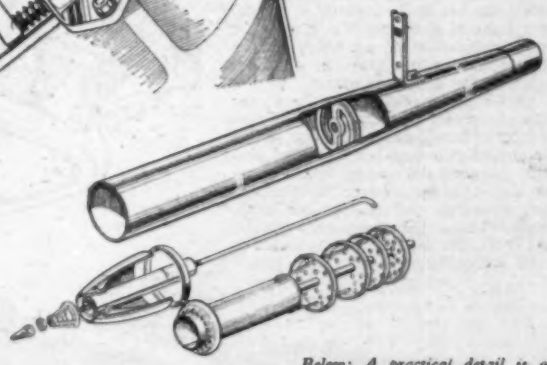
Contributing to the modest dry weight of 300 lb is the light but torsionally very rigid frame, if that designation can be applied to the large-section box member—a beam—which forms the Leader's backbone. It comprises two 20-gauge steel pressings welded together down the machine's centre line; cross-section is rectangular with radiused corners and slightly bowed sides to resist drumming. At the front the beam is upswept and tapers to embrace the steering-head tube, and at the rear it widens and is forked to form the anchorages of the upper ends of the rear-suspension spring units.

Within the beam is the fuel tank, baffled to minimize surge; it has a capacity of 2½ gallons, including half a gallon reserve. The tank is merely a rectangular steel box, with a three-point bottom mounting on rubber buffers. It is inserted through the open rear end of the beam and behind it is a bolted-in perforated and



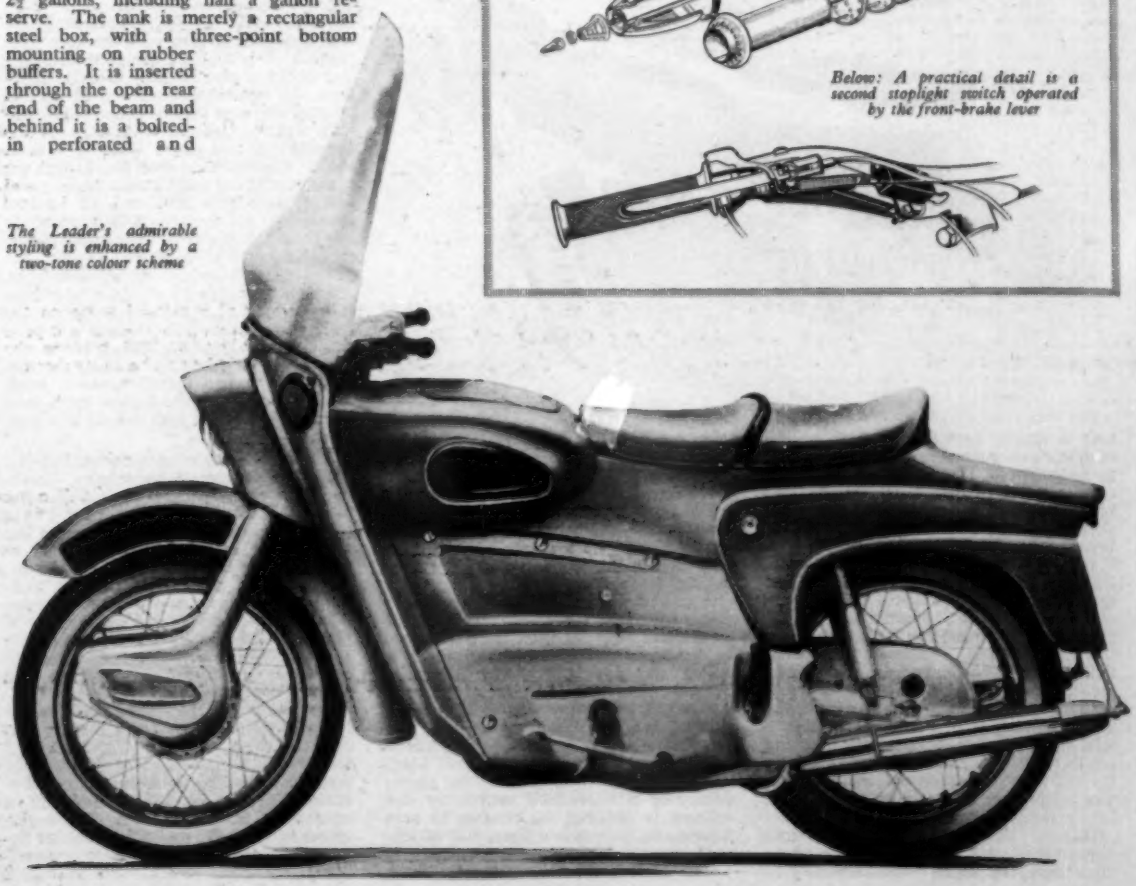
Left: The simple steering-head lock is accessible from the interior of the parcels compartment

Below: Baffle unit of the Ariel-designed silencers may be easily withdrawn for cleaning



Below: A practical detail is a second stoplight switch operated by the front-brake lever

The Leader's admirable styling is enhanced by a two-tone colour scheme

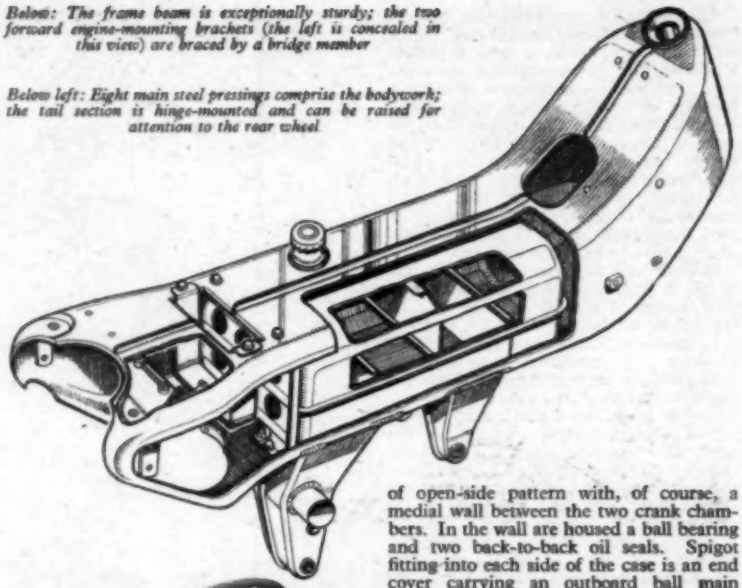


ribbed bulkhead. The tank filler cap, a nylon moulding, is revealed by raising the hinged seat.

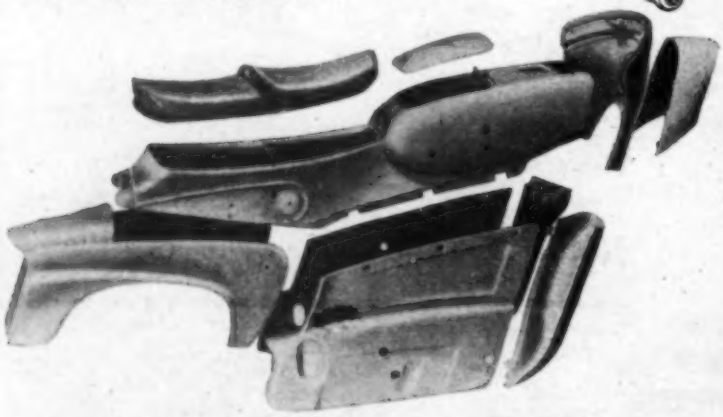
Three hanging box-section brackets, also fabricated in 20-gauge sheet steel, are welded to the beam to support the power unit. The forward two are so positioned that much of the load is taken in shear and the brackets are braced by a channel-section bridge piece. Into the single rear bracket are welded two sleeves, the upper one for the engine-attachment bolt and the other for the rear-fork spindle. An excellent example of making every pound of material do as much work as possible is the use of the bracket as an air-silencer chamber, for which its capacity is ample. On the right of the bracket is a stub for the replaceable-element air filter, and in front is a hole into which fits a rubber hose leading to the carburettor.

A twin-cylinder two-stroke was the obvious choice for the required combination of performance and refinement. Basis of the engine-gear unit is a beautiful aluminium pressure die-casting which comprises the crankcase, inner half of the primary chaincase and the gear-box shell. An indication of the complexity of the casting is the fact that the die has no fewer than 68 components. Since the power unit is almost entirely concealed by the bodywork no concessions have been made to appearance. For example, the crankcase is merely a liberally finned box, no bigger than necessary to contain the crankshaft assembly, and there is an air space between it and the gear box.

Below: The frame beam is exceptionally sturdy; the two forward engine-mounting brackets (the left is concealed in this view) are braced by a bridge member



Below left: Eight main steel pressings comprise the bodywork; the tail section is hinge-mounted and can be raised for attention to the rear wheel



Behind the gear box are two pairs of lugs, which take the attachment bolt and the pivot spindle already mentioned. In each case the bolt passes through the engine-mounting bracket and screws into the left-hand lug. To avoid any possibility of crushing the lugs when the bolts are tightened, there is a floating sleeve in each right-hand lug, locked in position by a grub-screw after tightening. Also a steel washer is recessed into each left-hand lug to resist sleeve thrust. Resulting from the use of a screwed-in spindle, the right arm of the fork is overhung, whereas the left is supported on both sides.

Because of the pendant power-unit mounting, the main casting has to perform other functions which would normally be done by the frame. Beneath the rear of the gear box are two more lugs and into them is pressed a steel sleeve forming a pivot for the centre stand. Within the sleeve lies the crossover shaft for the rear-brake pedal—another instance of economy of material. The footrests have a three-bolt attachment to the underside of the casting.

A transverse boss on top of the crankcase carries the forward engine-to-frame attachment bolt; the inlet tract is formed in the boss, to the rear face of which is bolted the $\frac{7}{8}$in-choke Amal Monobloc 375/33 carburettor. In place of the usual bell-mouth on the carburettor is a casting with a butterfly-valve strangler. The butterfly incorporates a simple spring-loaded and suction-operated clack valve which uncovers air holes as soon as the engine fires. By this device a sufficiently rich mixture is obtained for starting in sub-freezing temperatures without risk of subsequent stalling through over-richness.

The crankcase itself is not split but is of open-side pattern with, of course, a medial wall between the two crank chambers. In the wall are housed a ball bearing and two back-to-back oil seals. Spigot fitting into each side of the case is an end cover carrying an outboard ball main bearing and an oil seal. This design of crankcase was chosen with the admirable purpose of permitting complete dismantling of the engine *in situ*. Clearly, therefore, the crankshaft must be of divided construction and this is achieved remarkably simply. Integral with each of the inboard full-disc crank webs is a short shaft. The left-hand shaft fits through the inner race of the middle main bearing and has a male-taper end and an internal thread. In the right-hand shaft (on which rub the oil seals) is a corresponding female taper and a captive drawbolt to pull together or separate the crank assemblies.

Angular location of the two assemblies is by means of a radial keyway on the male shaft with which engages a captive dog, or end-key, retained between the head of the drawbolt and a collar thereon. The bolt has a hexagon-socket head, accessible through the hollow right-hand outboard mainshaft with the aid of a long, hexagonal bar.

The outer crank webs also are of full-disc type, integral with the mainshafts. Crankpins are shouldered, with $\frac{7}{8}$in-diameter roller tracks, and are a parallel press fit in the webs which are balanced by holes and a reduction in width over the half in which the pin is located. Stroke is 54mm, as is the bore, and to minimize the rocking couple inevitable with a 180-degree twin the cylinders are as close together as possible; distance between the axes is only $3\frac{3}{8}$in. Clearance between crank webs and case is kept down to $\frac{1}{32}$in to ensure a high primary compression ratio.

Outboard of the right-hand crankchamber plate, enclosed by a pressed steel cover, is the Lucas RM13/15 alternator. Its stator is spigot-mounted on the plate and the rotor is pressed on to the mainshaft, with key location. On the other mainshaft, in addition to the engine sprocket, is an external $5\frac{1}{4}$in-diameter flywheel, to augment the relatively small-diameter internal wheels. The mainshaft

extends through an oil seal in the outer wall of the chaincase and carries the cam for the externally mounted twin contact breakers which, too, have a pressed-steel cover.

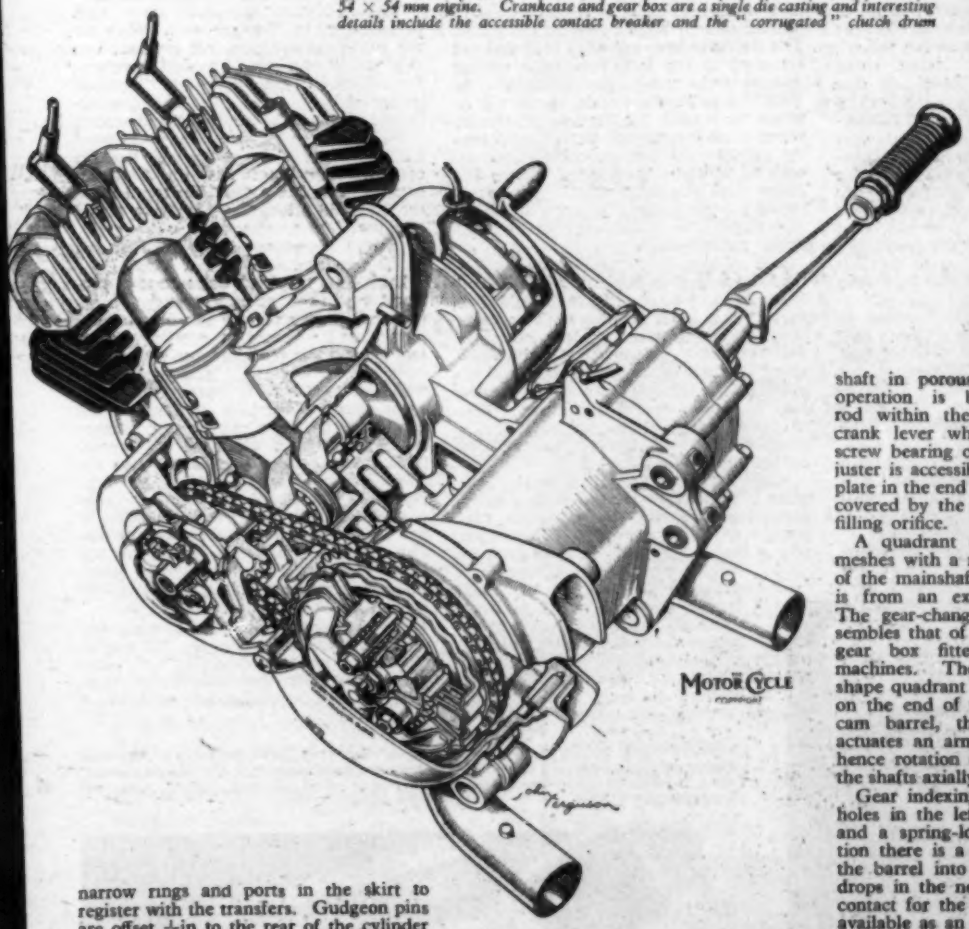
The big-end eyes of the connecting rods are ribbed for stiffness and slotted for lubrication. Crowded-roller big-end bearings are employed: there are two rows of 18 $\frac{3}{16} \times \frac{3}{16}$in rollers per bearing, separated by a steel spacing washer. In each small-end eye, which is bronze bushed, are five lubrication holes. Piston crowns are slightly domed; each piston has two narrow rings and ports in the skirt to register with the transfers. Gudgeon pins are offset $\frac{1}{16}$in to the rear of the cylinder axes to minimize piston slap. Lubrication is by petroil in the ratio of 1:25, oil to petrol.

Inclination of the separate cast-iron cylinders is 45 degrees; the barrels are short and their spigots are ported because the lower portions of the transfer passages are in the crankcase. Of unusually wide pitch the square finning is at 55 degrees to the cylinder axes. This negative angle of incidence results in a scrubbing action by the air which, thanks to the wide spacing, can get well into the roots of the fins. In consequence, cooling is said to be remarkably effective. A further advantage of the inclination is that it gives greater length of finning on the exhaust tracts than would be achieved with a 45-degree fin angle.

Cylinder heads are light-alloy pressure die-castings; towards the front of each head the deep finning is splayed to collect the air directed inward by the legshields. Part-spherical combustion spaces are employed and the sparking plugs are inclined forward at 25 deg to the cylinder axes to give excellent accessibility from the front of the unit. Separate exhaust systems are fitted and the silencers, of Ariel design, are long, slim and streamlined. They incorporate an initial expansion stage, of shallow-conical form, followed by a multi-stage baffle unit which is readily detachable for cleaning.

Primary drive is by $\frac{1}{2}$in-pitch chain and full chain life is ensured by the use of a leaf-spring tensioner faced with synthetic rubber and adjusted by means of a draw-bolt extending through the front of the chaincase. The rubber facing wears the link plates of the chain much less than would a steel facing and is itself worn extremely slowly. The clutch runs in oil and is an interesting departure from normal practice in that teeth—not tongues—are used to transmit the drive. Instead of having the usual slots, the drum has 24 corrugations and the two plain driving plates are similarly profiled on the periphery. The clutch centre unit, incorporating a rubber vane-type shock absorber, is externally toothed to accept the serrations of the three driven plates which have bonded-on Neolangite friction segments; the first driven plate bears on the back face of the clutch drum. There are three springs and the pressure plate is a dished steel pressing.

Because the crankcase is not split a divided crankshaft is employed in the 54 × 54 mm engine. Crankcase and gear box are a single die casting and interesting details include the accessible contact breaker and the "corrugated" clutch drum



Made by Burmans to Ariel's requirements, the four-speed gear cluster is of orthodox layout and provides overall ratios of 5.9, 7.8, 11.0 and 19.0 to 1. The mainshaft runs in ball bearings and the layshaft in porous-bronze bushes. Clutch operation is by means of a push-rod within the mainshaft and a bell-crank lever which carries an adjusting screw bearing on the pushrod. The adjuster is accessible through an inspection plate in the end cover of the box; the hole covered by the plate also forms the oil-filling orifice.

A quadrant on the kickstarter shaft meshes with a ratchet wheel on the end of the mainshaft, and speedometer drive is from an extension of the layshaft. The gear-change mechanism closely resembles that of the heavyweight Burman gear box fitted to the larger Ariel machines. The pedal operates a claw-shape quadrant which engages with pegs on the end of the transversely disposed cam barrel, the cam track of which actuates an arm on each selector shaft; hence rotation of the cam barrel moves the shafts axially and with them the forks.

Gear indexing is by means of conical holes in the left end of the cam barrel and a spring-loaded plunger. In addition there is a hole in the periphery of the barrel into which a second plunger drops in the neutral position to make a contact for the dashboard indicator light available as an extra.

Final drive is by $\frac{1}{2} \times 0.305$in chain enclosed in a pressed-steel case made in halves with the overlapping joint horizontal. At the forward end the case fits round an extension of the main engine casting which embraces the gear-box sprocket. The case is attached by screws to the left-hand arm of the pivoted fork and the chain is wick lubricated from the primary chaincase—an arrangement which materially lengthens chain life without rendering oil-tightness difficult to

achieve. Chain tension can be checked on removal of a rubber plug.

Tubes of D-section are utilized for the pivoted fork which is bridged behind the pivot axis. Fork bearings are of bonded-rubber pattern and there is a nylon thrust washer at each side. Pillion footrests are attached to the fork arms, about a third of the way out from the pivot. The method of mounting the upper ends of the Armstrong hydraulically damped rear suspension units is interesting; through a hole in each rearward extension of the frame beam pressings passes the damper rod; above and below the pressing are thick rubber washers seating in cups. The lower washer bears on the upper spring abutment which is screwed on to the rod and the assembly is secured to the beam by a nut at the top of the rod.

The rear-wheel hub carries three studs passing through holes in the sprocket to which the wheel is clamped by spherical-head nuts. A second rubber-plugged hole in the chaincase gives access to the nuts for wheel removal. The light-alloy hub shell is of full-width pattern and though for rigidity the bearings are well spaced on the spindle, the spoke base is relatively narrow to give the best appearance. To eliminate the possibility of slackening of the outer races the hub bearings are housed in a cast-iron tube and not directly in the hub casting.

Front-hub construction is similar to that of the rear and each shell has a 6in-diameter × 1¼in-wide brake liner of cast iron. Water exclusion is effected by recessing the shoe plate into the drum which has a conical "flinger" face and a shallow lip. The well-proved Ariel fulcrum adjustment for the brakes is retained and the stop light is operated from both brake controls. Wheel diameter is 16in front and rear, and the 3.25in tyres have white walls; the front-tyre tread is of ribbed pattern.

The trailing-link front fork is of unique design. Heat-treated aluminium alloy is used for the links which are die cast and of I-section, pivoting on nylon bushes. In side elevation each link is of near-L shape, having a short downward-projecting arm a little ahead of the wheel-spindle eye. The eye of the arm is nylon bushed also and forms a pivot mounting for an inverted-U stirrup member welded to the base of the Armstrong suspension unit; the wheel spindle passes through the oval holes in the stirrup members.

Geometry of the links is such that the wheelbase remains nearly constant (the links are horizontal at mid-travel) with, consequently, even tyre wear. Moreover, since the arc struck by the spring-unit attachment bolts is virtually axial to the units, their angularity scarcely varies. The dampers have extended rods and are anchored to the fork yoke in a similar manner to the rear-suspension units. The yoke is a malleable casting to the top of which is brazed the massive taper-tube steering-head column. Brazed also into the yoke are the two stanchion members, each of which is constructed of two 16-gauge steel pressings united by what is called a hook seam in which a flange on one pressing is folded over a shallower flange on the other.

Lower ends of the stanchions are extended forward to conceal the links and to house the link pivot bolts in welded-in tubes. Each inner pressing has an arcuate slot, to provide wheel-spindle clearance, and the outer pressing has a hole for spindle access in the event of wheel removal. The hole is normally concealed by a chromium-embellished cover. Slots in the underside of the pressings permit assembly and give clearance for the links on full rebound.

Anchorage of the front-brake shoe plate is of floating pattern with a near-parallelogram linkage to isolate the suspension from brake reaction. The torque stay is built up from two pressings spot-welded together and having part-spherical formation of the ends. In the resultant spaces between them are inserted spherical nylon bushes for the anchorage bolts—an arrangement which accommodates any minor malalignment between the bolts.

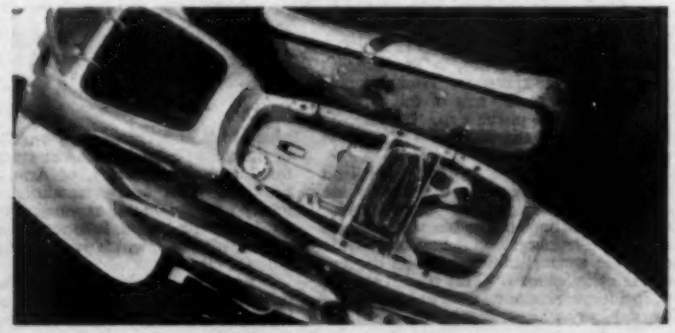
To increase the efficiency of the deep, sprung front mudguard its edges are guttered. The guard is made in two halves with an overlap joint at the fork stanchions to which the halves are sealed by rubber beading. To the inner pressing of each stanchion is welded a curved channel-section bracket with the flanges facing outward. Welded to the inside of the valances of each mudguard half are similarly curved top-hat sections which slide over the brackets. Each mudguard half is secured by two bolts each side (which screw from the inside into captive nuts on the brackets) and one upward into the fork yoke; thus there is no external evidence of the method of attachment.

The bodywork comprises eight main pressings, all in 20-gauge steel. They are the upper mid-section, tail portion, two side panels, two lower legshield members, frontal fairing embodying the legshield upper ends, and the headlamp cowling. Bolted to the frame beam, the mid-section is built up from four sections; its forward half is shaped like a petrol tank and fits over the steering head with a rubber grommet to effect a seal. On top, behind the head, is a lockable lid giving access to a parcel compartment of sufficient size to accept a peakless safety helmet, and to the steering-head and seat locks.

Built on a moulded, resin-bonded plywood base, the shapely seat is hinge-mounted to the rear of the mid-section. Beneath it are located the rubber-mounted tool kit and the tyre pump as well as the battery and filler cap. The opening on which the seat rests is braced by a transverse tube housing a pull-out lifting handle. Of the latest pattern with a translucent polystyrene case, the 13-ampere-hour Lucas battery is recessed into the frame beam behind the tank and is supported by a U-shape steel strap. Ahead of the tank and bolted to the bottom of the beam interior are the two ignition coils, accessible through a hole in the top of the beam. The high-tension cables emerge downward through grommeted holes.

Embodying the rear number plate and a cowling over the lamp, the tail section is attached to the mid-section by a pivot bolt at each side; both portions are reinforced locally to withstand the loading.

Optional extras include shapely panniers of useful capacity (left), supplied complete with fitted plastic carrier bags. Below: Parcel accommodation is generous and the compartment lid is lockable, as is the hinged seat which raises to reveal the tools, battery, pump and tank-filler orifice



ENDURANCE

in your tyres, too —thanks to RAYON

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Every time you swerve, brake, accelerate, rayon takes the strain. The tough rayon cords are there, under the rubber, in nearly every car, bus and lorry tyre.

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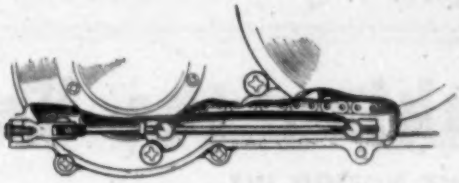
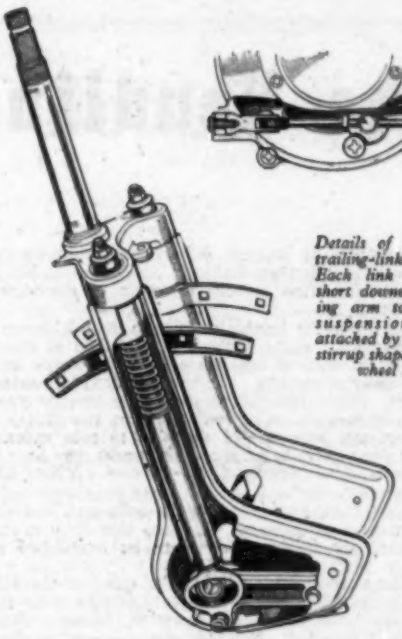
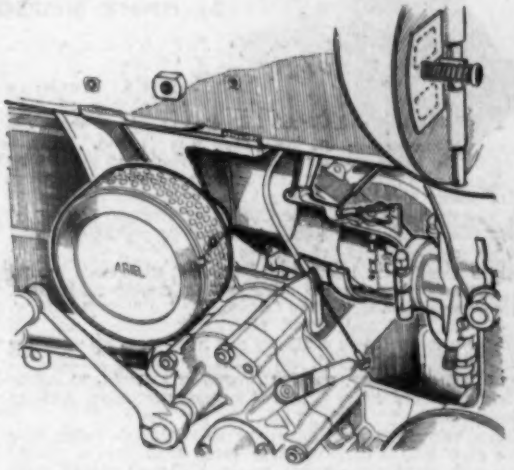
Make sure you use the Shell Two-Stroke Service at your Shell Station.



Left: A leaf-spring tensioner, faced with synthetic rubber, provides adjustment for the primary chain. Below: The rear engine-attachment bracket forms the air-silencer chamber; the butterfly-type strangler embodies an ingenious clack valve which opens as soon as the engine fires



Details of the unusual trailing-link front fork. Each link embodies a short downward-extending arm to which the suspension unit is attached by a bracket of stirrup shape to clear the wheel spindle



To hinge up the tail for rear-wheel removal it is necessary only to slacken the fork-ended silencer stays and the pivot bolts. There is no added complication when the pannier equipment is fitted.

Five captive screws with coin slots secure the side panels. Normal routine maintenance — contact-breaker, primary chain and carburettor—is carried out from the left of the machine and for that purpose the panel can be removed without disturbing anything else. Before the right-hand panel can be taken off, the kickstarter and gear pedals must be detached.

The frontal fairing is held to the mid-section by seven bolts, five of which also pass through internal ears on the headlamp cowl; two more bolts hold the cowl to the fairing. Upper ends of the legshields fit into channels formed at the base of the frontal fairing. The shields are attached to the beam at the top and to brackets bolted to the crankcase; these brackets also form the lower-front pick-up points for the side panels.

A Perspex moulding bulged to provide hand clearance on full lock, the windscreen sits in a rubber-lined channel at the top of the frontal fairing. Six through bolts with tubular distance pieces hold the screen to the channel and four of them also retain the pressed-steel instrument panel. To enable the screen to be removed without taking the bolts out, its base has vee-slots instead of holes. Additionally, the screen is supported by two tapered tubular pillars attached to the Perspex at the top by nylon mouldings. The pillars have a self-aligning ball-and-socket mounting in the instrument panel.

On the panel are the speedometer, ammeter, ignition and lighting switches, sockets for an inspection lamp (extra) and a neat lever for altering the headlamp setting. This last is a most commendable feature in view of the appreciable variation in machine attitude one-up and two-up. On the right of the panel, balancing the ammeter, is the Ariel badge, replaceable at extra cost by an eight-day clock.

The 6in sealed-beam Lucas headlamp unit has a 30/24-watt bulb and is mounted in a shallow body bolted from the inside into captive nuts within the headlamp cowl. Spring washers between the headlamp body and the mounting brackets give sufficient grip to hold the lamp in the desired position, and the adjusting lever is attached directly to the body. The horn is stowed in the nose of the mid-section behind the frontal fairing.

In the middle of the narrow handlebar is a split, serrated mounting lug fitting on similar serrations on the steering column to which the lug is clamped by a pinch bolt. A neat steel pressing conceals all control cables and is held to the bar by three screws, one to the medial lug and the others to the fixed lever-pivot ears.

Additional to those already mentioned is a comprehensive list of accessories including panniers and a cast-aluminium rear carrier (complete with rubber straps), side and front stands, a trip speedometer, two-way parking light, neutral-indicator light and flashing direction indicators. These last are mounted on the frontal fairing and panniers and have a warning light on the instrument panel. The panniers are of pressed steel and enclose shaped plastic-cloth carrier bags.

Wheelbase of the Leader is 51in and ground clearance is 5½in. There is a choice of two gay and attractive two-tone finishes: in both cases the front fork and mudguard, the weathershield and side panels are in light Admiralty grey, while the headlamp cowl, mid-section and tail may be in either cherokee red or oriental blue. Exhaust pipes, silencer bodies and wheel rims are chromium plated but the pipes and rim centres are unpolished. The cast light-alloy ends of the silencers have a satin finish.

Assessment of the performance must naturally wait until a full road test can be carried out but the makers claim a power output, with standard inlet and exhaust silencing, of 16 b.h.p. at 6,400 r.p.m. It therefore seems probable that the maximum speed should exceed the 70 m.p.h. mark and the good power/weight ratio should endow the model with lively acceleration. An interesting sidelight on the aerodynamic efficiency of the weather protection is that comparative tests have revealed a reduction in sitting-up maximum of 4 m.p.h. when the screen and legshields are removed.

Basic price of the Leader is £168 and the total price, inclusive of purchase tax (payable only in Great Britain), is £209 11s 7d. Prices of the various extras should be available for publication in next week's issue. Makers are Ariel Motors, Ltd., Selly Oak, Birmingham, 29.

CHADWICK

A Profile of Two

Making the Headlines

By JIMMY SIMPSON JNR.

"THERE'S nothing better than to have someone to show you the way round." Thus mused Hailwood *père* as he laid plans for his son Mike's tour of South Africa last winter. And who more qualified to show him the ropes than Dave Chadwick, who had given such a good account of himself in the Union the previous winter? Dave was agreeable and the trip was laid on.

Only 19, and with less than 15 months' experience behind him, Hailwood has hit the headlines in double-quick time. And with good reason, for the Oxfordshire lad has that admixture of dash, skill and almost fanatical enthusiasm that can command success. Mike confesses that he is more than usually fortunate. Stan Hailwood, his father, managing director of Kings of Oxford, spares no effort, moral or material, to ensure that his son's only worry is that of keeping the model between the hedges.

With a background steeped in the sport (Mike's father rode on the grass and in trials and later raced M.G. cars at Brooklands), it is only natural that young Hailwood should have contracted the virus early on. In fact, he had his first ride when he was seven, in the garden of his home at Goring on Thames, and the machine was a pint-size bitza built by his father. After leaving prep school in Newbury, he spent three years at Pangbourne Nautical College. Most of his spare time about then was spent riding a James lightweight on the family acres. As soon as he was old enough to have a licence the James was replaced by a two-fifty B.S.A.

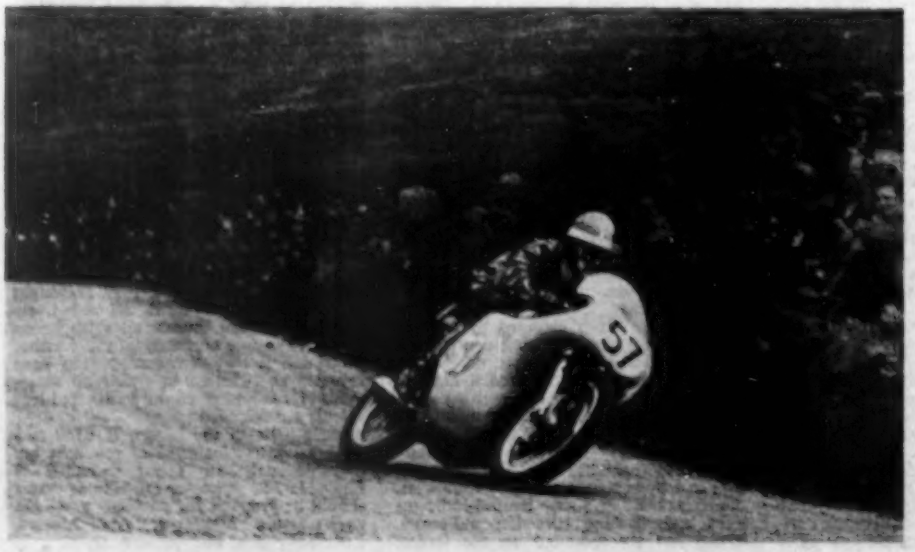
His schooldays over, Mike began an apprenticeship at Triumphs. But the desire to go racing was already born and after a few months he quit the factory. An apprentice's life gave him too little time for practising. Since then he has raced whenever possible—often packing a couple of meetings into the one weekend.

Though his rise to the heights has been so swift, it has not been accomplished madly, wildly, without a great deal of planning. With the wisdom born of experience Hailwood senior insisted on a proper sense of caution. Lightweights first, he counselled, big 'uns later. Hence that first season, which brought him five wins, was spent entirely on one-two-fives and two-fifties. The South African trip was part of the plan to gain experience. Competition down there is fierce and the tracks may have loose or dust surfaces, oiled (literally) to lay the dust. A hard school.

Competition was not so fantastic as had been expected but, even so, young Mike improved smartly, rode well and scored successes whenever he appeared. He won four 250 c.c. scratch races at record speed. Not only that: he established seven lap records.

Modestly he attributes his wins to the speed of the N.S.U. lent to him by John Surtees. The Sportmax proved the fastest two-fifty in the Union—with the exception, perhaps, of Borro Castellani's F.B. Mondial. However, the pair went to the line together only once, at Pietermaritzburg. Castellani led narrowly until his engine lost tune. Hailwood went on to win.

On his return to England, just in time for Easter, there came promotion—the exacting business of riding a three-fifty Manx Norton for the first time. Initially, and expectedly, the Norton seemed strange after the smaller fry, but the technique was soon learned. Note his 12th place in the Junior T.T.—his first race in the Isle of Man. His best performance in the Island was third in the Lightweight 250 c.c. Race, which he followed up with a seventh in the 125 c.c. event and a 13th in the



Norton-mounted, Mike Hailwood corners stylishly at Keppel Gate in the Senior T.T. He went on to finish in 13th place at an average speed of 92.24 m.p.h.

Rising Road-racing Stars

HAILWOOD in Double-quick Time

Senior. Four replicas from four rides! His Senior and Junior performances were snappy answers to those who had doubted his ability to cope with big-machine power.

But even more was to come. At Snetterton on June 15 he made a record lap in each solo class, in the process trouncing Bob McIntyre's best on a three-fifty and beating John Surtees' five-hundred record established on the MV Agusta four. Six days later, Mike and Dan Shorey shared a Triumph Tiger 110 in the Thruxton 500-mile Race and won convincingly after a ride which more than anything else showed that, in that 500-miler, slick pitwork was as important as it is in the Isle of Man. Then came the Dutch Prix and fourth places in the 250 c.c. and 350 c.c. events.

Hailwood is no grim-jawed square. He is essentially youthful, optimistic and supremely confident, and enjoys every minute of his life. An ardent jazz fan, he plays the piano and is a bit of an Eddie Calvert on the trumpet. Swimming and squash are among his other recreations. But more than anything, his sights are laid firmly on the future. For his love of riding and his ambition are firmly there in about equal proportion.

What of Dave Chadwick? *Eminence grise* to Hailwood in S.A., he delighted everybody in June by finishing second in the Junior T.T. at an average speed of 91.68 m.p.h. Born in Leigh, Lancashire, 27 years ago, he is easily recognizable by his tall, slim build and cheery, almost boyish face. On the circuits he combines neatness with the sort of dash that, in the Lightweight 125 c.c. T.T., led him to crank his factory Ducati to the point where the gear pedal hit the road with such force that the time taken to straighten it robbed him of a certain second place. Time lost on the course and later at the pits notwithstanding, he finished third.

Dave is known principally as a road racer. But he has dabbled in trials as well, and in 1952 won first-class awards in the "Victory" and "Colmore." His entry into the sphere of competitive motor cycling was through the trials and scrambles field—in 1949. It was not until 1952 that he embarked on racing on the smooth rather than on the rough.

The spotlight first turned his way in September, 1953. Riding Reg Dearden's Velocette in the Manx Grand Prix, he held a stylish 12th place for three laps before packing up with a sick clutch. Next June he finished seventh on a Norton in the Isle of Man Clubman's 500 c.c. Race. His first major success was a second place in the 1954 Junior Manx Grand Prix, which he followed up a couple of weeks or so later with another second berth—this time in a 250 c.c. dash at Scarborough.

After the 1956 season, which included such notable performances as fifth in the Lightweight 125 c.c. T.T. on the L.E.F., and eighth and ninth places in the 500 c.c. and 350 c.c. classes of the Ulster Grand Prix riding a three-fifty Norton, Dave decided to emigrate to South Africa. Before the 1956 season his allegiance had been transferred from Reg Dearden to Walter Barrow, a motor-cycle-minded car trader from Manchester. Barrow offered to provide a three-fifty Norton for South African races, and by way of thanks three wins and a record lap were chalked up in double-quick time. But there is not a lot of racing in South Africa. Starved of his fun, Chadwick headed for home the following spring.

One of the few top-flight riders who straddle big 'uns as well as little 'uns, Chadwick prefers lightweights. They are, he feels, more suited to his physique. He feels, too, that three-fifties and five-hundreds spoil a rider for one-two-fives and two-fifties (and vice versa). But riding a five-hundred helps him to squeeze the best from his three-fifty.

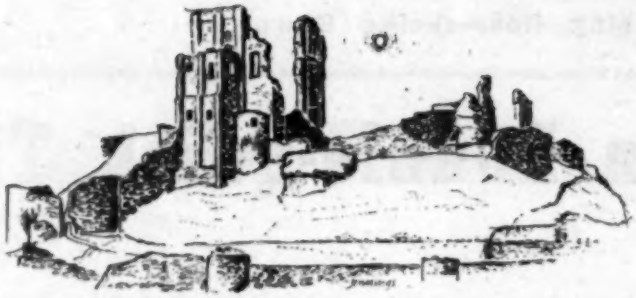
Dave has emphatic views on other topics, streamlining, for instance. He likes it because of the reduction in fatigue and because it keeps his feet dry in the wet. But he prefers the dolphin-type to the full frontal fairing. The dolphin, he says, is safer and gives him an easier ride. More important, he feels that the more "motor-cycle appearance" of a dolphin-faired model makes racing more interesting for spectators. In so far as roadsters are concerned, he opines that dolphin streamlining has a bright future.

Chadwick looks after his race-wear himself, and right capably at that. At present his ambition is to build a Manx Norton with desmodromic valve gear. When his racing days are over he hopes to become a tuner, for to him that is one of the most satisfying pursuits of all. Meantime, odd moments are spent with his cine camera and golf clubs. His forward horizon is quite cloudless.

Dave Chadwick expresses a strong preference for lightweights. Here he heels his desmodromic Ducati into Hall Corner in the Lightweight 125 c.c. T.T.

HOLIDAY NOTES

Look at Castles



MUSIC-HALL star Marie Lloyd asserted in song that she was "One of the ruins that Cromwell knocked abaht a bit." Notwithstanding that artistic licence, up and down the country there are plenty of genuine ruined castles "knocked abaht a bit" by Cromwell's men at the close of the great civil war. "Slighted" is the technical term, a magnificent understatement which embraced destroying the fortifications with explosives and generally making the places uninhabitable. Wanton destruction? It was done to ensure that feudal lords could no longer harass government forces from within embattled strongholds. The ruins are certainly picturesque, but go to Corfe Castle, say, or Kenilworth and try to imagine them in all their past strength.

FROM THE EARLIEST DAYS of history tribal chieftains set up their headquarters on high mounds, defended from attack by a series of ditches or earth ramparts as may still be seen at Maiden Castle in Dorset or at British Camp, Malvern. Such encampments were certainly castles, but the solid masonry structures with which we now associate the name came much later, in Roman times.

LATER STILL came the Saxons, chiefly builders in timber, but Pevensey—a stone-built castle which is largely a cruder copy of Roman work—still exists. Then the Normans arrived, to promote castle-building to the status of a major industry. They built well for two reasons. First, they needed regional headquarters wherein the Norman barons could be installed to rule their particular areas of the land for the king. Secondly, they needed barracks for their armies. The Norman sites were well selected. Study the positioning of a castle such as Bramber, in Sussex, and notice how it dominates the surrounding countryside.

AS THE COUNTRY became more civilized, so the keep lost its significance. Later castles embodied keeps which were

WHAT'S ON

Ayrshire.—July 21 to 26: Scottish Amateur Golf Championship, Prestwick.
Berkshire.—July 18 and 19: English County Golf Championship semi-finals and final (match play), Berkshire Course, Ascot.
Caernarvonshire.—July 19, 21, 22: British Empire and Commonwealth Games Regatta, Llyn Padarn, Llanberis. July 23 to 25: Royal Welsh Show, Bangor.
Devonshire.—July 21 to 26: Regatta Week, Plymouth. July 23 and 24: English National Sheep Dog Trials, Torquay.
Dumfriesshire.—July 25: Common Riding and Fair, Langholm.
Essex.—July 19: Southend Horticultural Society Summer Show, Westcliff on Sea. July 21 to August 2: Annual Men's Open Bowling Tournament, Southend on Sea.
Glamorgan.—July 18 to 26: British Empire and Commonwealth Games, Cardiff and other centres in Wales.
Hampshire.—July 19 to 25: County Cricket Week, Bournemouth. July 20: Rolls-Royce Rally, Palace House, Beaulieu Abbey and Motor Museum. July 21 to 26: Bowls Tournament, Southsea.
Hertfordshire.—July 19: Folk Dancing Rally (displays of Morris dancing, sword and country dances), Verulamium (on the site of the ancient city), St. Albans.
Isle of Man.—July 22: Light Horse Society Annual Show. July 24: Southern Sheep Dog Trials and Sports, Port Erin.
Isle of Wight.—July 21 to 24: International 14ft Dinghies' Championship (July 24: Prince of Wales Cup), Cowes.
Lancashire.—July 19: Lancaster Regatta, River Lune. July 20 to 27: Cricket Festival, Southport. July 24, 26, 28 and 29: Cricket, Fourth Test Match—England v. New Zealand, Old Trafford, Manchester.
Leicestershire.—July 19: Traction Engine Rally, Rempstone, near Loughborough.
London.—July 19, 21 and 22: Cricket, Middlesex v. New Zealand, Lord's. July 19: International Youth Cavalcade (part of Worldfriends International Youth Fortnight), Central Hall, Westminster. July 21: Doggett's Coat and Badge Race, Old Swan Pier, London Bridge, to Chelsea. July 21 to 26: Royal International Horse Show, White City.
Northamptonshire.—July 19: R.A.C. British Grand Prix (cars), Silverstone.
Roxburghshire.—July 24 and 25: Border Union Agricultural Show, Kelso.
Somerset.—July 19 and 20: Golf Society of Great Britain Summer Meeting, Burnham and Berrow Golf Club, Burnham on Sea. July 23 to 26: Tattoo, Bath.
Sussex.—July 19 to 25: County Cricket Week, Worthing. July 20: Sailing Race to the Royal Sovereign Lightship, Eastbourne.

(A full list of motor-cycle fixtures appears on page 88.)

Further Touring Teasers

1. Meriden Cross is usually accepted as the centre of England (although there are other claimants to the title). What are the most northerly, easterly, westerly and southerly points of Great Britain?
2. Every good tourist brings back some tall stories. Do you know which is the biggest spire, the highest pub and the tallest tower in the United Kingdom?
3. A bridge is always a good excuse for a stop and a smoke. However, some of them are quite famous. Do you know where the first cast-iron bridge is? Where the Three Bridges to Nowhere are? Where there is a Chapel Bridge? Where there is a War Bridge?
4. While statues of celebrities are common, statues of fictional characters are comparatively rare. Where could you see Falstaff? Peter Pan? The White Rabbit from Alice in Wonderland?
5. You may be a member of the A.A., R.A.C., A.C.U. or Camping Club of Great Britain and Ireland. Can you place them in order of seniority?
6. The last mile home is said to be the longest, but what is actually the longest mile in the British Isles?

Answers on page 86

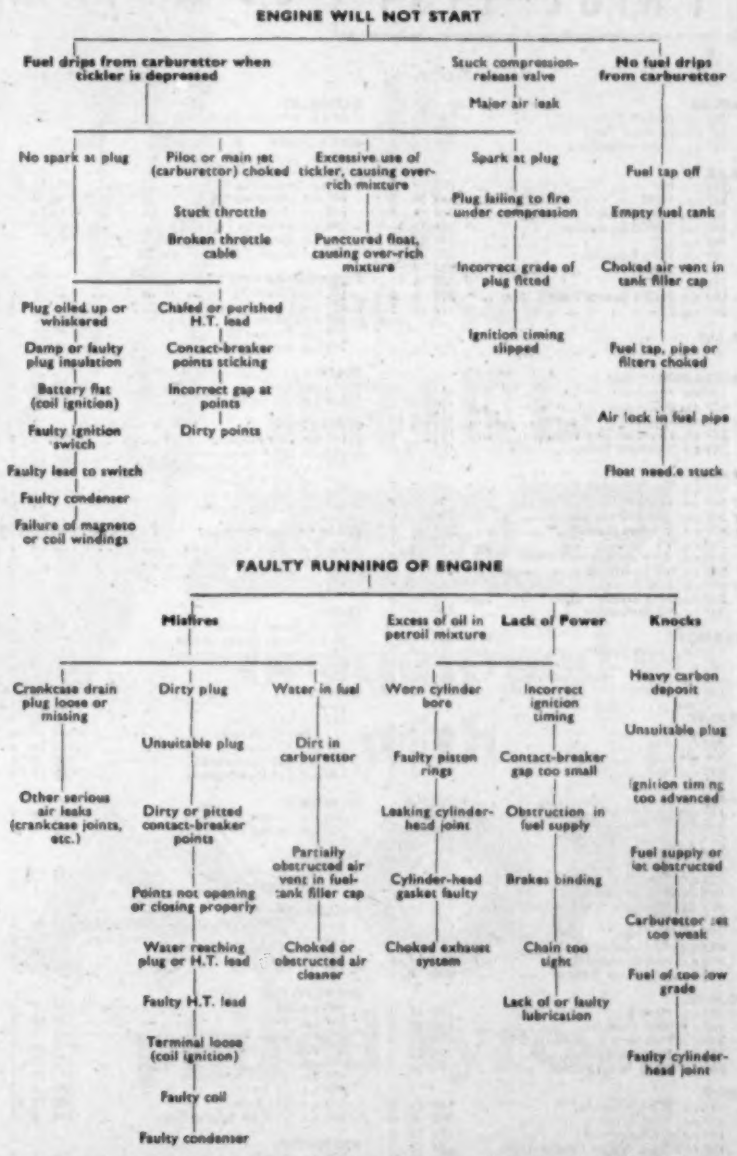
Meriden Cross, said to mark the centre of England

less massive in aspect and more comfortable internally. In time, as with many of the Welsh castles of the 13th century, the fortified keep disappeared entirely. In time, too, there arose castles which were dwelling places primarily and their military significance was of only secondary importance. They were the moated granges or fortified manors, the homes of influential families. A striking example of such a building in perfect preservation may be seen at Stokesay, Shropshire.

NORMAN CASTLES usually incorporated a keep, a circular or rectangular inner fort which could serve as a last refuge should the outer defences fall to an enemy. Typical, too, were small projecting towers or bastions in the outer wall and massive gateways complete with drop-down sharp-pointed portcullis. The gate tower or barbican was often a small castle in itself.

THE FINAL SPASM of castle building came in the reign of Henry VIII. By that time the wheel had turned a full circle and the castles he erected at Deal, Walmer and other points on the south-east coast were essentially military in character, built as a protection against possible attack from across the Channel. Look for the castles on your holiday travels. Perched high on a cliff, maybe, or on a steep bank overlooking a river crossing, each has played a romantic part in the story of Britain.

TRACING TWO-STROKE TROUBLES



If you are a newcomer riding a two-stroke these charts may prove useful during your holiday. Why not cut them out, paste them on a piece of card and carry them in your wallet?

By "Landloper"

And here is the Falstaff referred to in Question No. 4 opposite

AVOIDING HEAVY TRAFFIC

IF you are a Londoner and heading for East Anglia for your holiday then the following route between the Metropolis and Great Yarmouth, suggested by the Royal Automobile Club, should facilitate your journey. From Finsbury Park and Tottenham, take the Woodford New Road to Epping. Bear right at the fork to Tyler's Green and right again to Ongar crossroads. By R.A.C. Box No. 29 turn left, a quarter of a mile on bear right and 1¼ miles farther on turn right. Take the left turning just beyond Fyfield and, at the junction with A414, turn right to Leaden Roding. Turn left and left again at the junction with A130 and so on to the A120 road. The route then leads through Great Dunmow, Braintree and on to A131.

Bocking, Halstead and Sudbury come next and then the A134 road is followed by way of Long Melford, Alpheton, Bradfield Combust and then Bury St. Edmunds. Leave the town by the A143 road and stay on it through Ixworth, Scole, Brockdish, Harleston, Bungay, Haddiscoe and Fritton. And so to A12 at Gorleston and thence to Great Yarmouth.

There are several level-crossings to watch out for on the last stretch, including those at Homersford, Ditchingham, Haddiscoe and St. Olaves

PRICE LIST of New Motor Cycles

	British Total Price £	s	d
ADLER			
247 c.c. Favorit Twin	249	10	0
247 c.c. Sprinter Twin	284	8	8
247 c.c. Moto-cross Twin	283	5	0
A.J.S.			
246 c.c. 14	196	9	8
347 c.c. 16MS	233	18	2
347 c.c. 16MC Trials	243	5	3
348 c.c. 16MCS Scrambler	250	14	11
498 c.c. 18S	247	12	7
497 c.c. 18CS Scrambler	271	19	1
498 c.c. 20 Twin	281	6	3
592 c.c 30 Twin	288	15	11
592 c.c. 30CSR Sports Twin	299	8	0
349 c.c. 7R	417	18	3
A.J.W.			
48 c.c. Fox Club 5	89	16	5
AMBASSADOR			
148 c.c. Popular	124	15	0
174 c.c. Statesman	137	4	6
197 c.c. Envoy	153	8	10
247 c.c. Supreme Single	183	7	8
249 c.c. Supreme Twin	193	7	3
ARIEL			
197 c.c. LH 200 Colt	155	18	9
249 c.c. Leader	209	11	7
347 c.c. NH Red Hunter	230	15	9
497 c.c. VH Red Hunter	237	0	6
598 c.c. VB	222	1	1
646 c.c. FH Huntmaster Twin	266	19	4
997 c.c. 4G Square Four	336	16	6
497 c.c. HTS Trials	243	5	3
347 c.c. HT3 Trials	243	5	3
497 c.c. HS Scrambles	260	4	3
BIANCHI			
123 c.c. Urano Lusso	177	0	0
172 c.c. TV175	199	0	0
172 c.c. SV175	226	0	0
172 c.c. MT175	292	0	0
B.M.W.			
247 c.c. R26	258	4	8
494 c.c. R50	380	9	9
595 c.c. R60	392	19	3
595 c.c. R69	495	5	2
B.S.A.			
123 c.c. D1 Bantam	102	5	11
148 c.c. D3 Bantam Major	113	10	6
174 c.c. D5 Bantam Super	122	5	2
249 c.c. C12	165	5	11
348 c.c. B31	229	10	10
499 c.c. B33	236	8	1
499 c.c. B34 Competition	282	11	2
499 c.c. B34 Gold Star Clubman's	310	12	7
591 c.c. M21	198	7	1
497 c.c. A7 Twin	257	12	2
497 c.c. A7 Shooting Star	265	14	5
646 c.c. A10 Golden Flash	261	19	6
646 c.c. A10 Super Rocket	283	3	8
D.M.W.			
197 c.c. Mark 8	139	14	5
197 c.c. 200P Mark 9	169	0	9
249 c.c. Dolomite II	194	12	2
249 c.c. Mark 10 Trials	194	12	2
249 c.c. Mark 10 Scrambler	194	12	2
DOT			
197 c.c. SCH Scrambler	169	13	2
197 c.c. THX Trials	173	8	0
197 c.c. SH Scrambler	174	13	0
197 c.c. THX Works Replica Trials	184	12	7
197 c.c. TDHX Trials	179	12	10
197 c.c. SDH Scrambler	180	17	9
197 c.c. Mancunian	173	8	0
DUCATI			
65 c.c. 65T	105	4	7
65 c.c. 65TS	117	13	10
98 c.c. 98S	163	8	6
98 c.c. 98T	162	17	8
98 c.c. 98TL	174	13	10
98 c.c. 100S	222	16	1
125 c.c. 125S	237	2	3
125 c.c. 125ST	247	0	1
125 c.c. 125T	181	13	10
125 c.c. 125TV	187	2	6
175 c.c. 175S	259	9	7
175 c.c. 175ST	270	14	2
175 c.c. 175T	222	16	1
DUNKLEY			
64 c.c. Whippet Sports 65	89	19	4
EXCELSIOR			
98 c.c. Consort F65	88	17	8
98 c.c. Consort CA8	96	13	8
98 c.c. Skutabyke SB1	106	13	3
147 c.c. Universal U8	116	0	5
147 c.c. Universal U8R	121	12	7
246 c.c. Talisman Twin TT4	180	17	9
246 c.c. Sports Talisman Twin STT6	199	12	0
328 c.c. Super Talisman Twin S8	212	1	6
FRANCIS-BARNETT			
147 c.c. Plover 78	122	17	7
171 c.c. Light Cruiser 79	164	13	5
197 c.c. Falcon 81	159	13	7
249 c.c. Cruiser 80	185	5	0
249 c.c. Scrambler 82	193	7	3
GILERA			
173 c.c. G175	199	19	6
173 c.c. 175 Extra	217	19	5
GREEVES			
197 c.c. 20D Fleetstar	172	3	1
197 c.c. 20SA Hawkstone	170	18	2
197 c.c. 20SA Hawkstone Special	189	12	5
197 c.c. 20TA Scottish	175	17	11
249 c.c. 25D Fleetwing	217	1	4
249 c.c. 25SA Scrambler	212	1	6
HARLEY-DAVIDSON			
1,213 c.c. FLH Duo-Glide	723	0	0
1,213 c.c. FL Duo-Glide	689	7	8
883 c.c. Sportster XL	639	8	1
165 c.c. 165 ST	268	11	7
ITOM			
50 c.c. Astor Sports	89	18	0
50 c.c. Astor Super Sports	99	4	0
50 c.c. Astor Competition	124	0	0
64 c.c. Tabor Sports	117	9	6
JAMES			
98 c.c. L1 Comet	102	11	1
147 c.c. L15 Cadet	118	10	3
171 c.c. L17 Cavalier	149	14	0
197 c.c. K7 Captain	155	18	9
197 c.c. 300 Commando	168	8	3
249 c.c. L25 Commodore	180	17	9
JAWA-CZ			
250 c.c. Favorit	176	10	7
350 c.c. Senior Twin	203	6	10
MAICO			
247 c.c. Scrambler	249	10	0
397 c.c. Typhoon	293	3	3
MASERATI			
74 c.c. 75/T2 Turismo Lusso	124	15	0
123 c.c. 125/TV22	186	0	0
158 c.c. L160/T4	235	12	0
246 c.c. 250/T4	308	14	0
MATCHLESS			
248 c.c. G2	196	9	8
347 c.c. G3LS	233	18	2
347 c.c. G3LC Trials	243	5	3
348 c.c. G3LCS Scrambler	250	14	11
498 c.c. G80S	247	12	7
497 c.c. G80CS Scrambler	271	19	1
498 c.c. G9 Twin	281	6	3
592 c.c. G11 Twin	288	15	11
592 c.c. G11CSR Sports Twin	299	8	0
MONTESA			
124 c.c. Brio 91	189	12	0
MOTO-GUZZI			
98 c.c. Zigolo	109	19	6
174 c.c. Lodola	199	19	6
MV AGUSTA			
123 c.c. Super Pullman	168	8	4
124 c.c. Turismo Rapido	198	7	1
172 c.c. Turismo Lusso	234	10	8
172 c.c. Modello Sport	255	14	9
172 c.c. Super Sport Competizione	436	12	0
247 c.c. Raid	286	18	2
NORMAN			
147 c.c B15	136	5	0
148 c.c. B15/DL	154	4	6
197 c.c. B25	145	11	0
197 c.c. B25/DL	161	19	6
197 c.c. B2C/S	163	1	3
249 c.c. B3 Twin	189	12	6
NORTON			
348 c.c. 50	236	8	0
490 c.c. ES2	242	12	9
596 c.c. 19S	254	9	10
597 c.c. Dominator 77	276	6	5
497 c.c. Dominator 88	283	16	2
597 c.c. Dominator 99	293	3	3
348 c.c. 40 International	295	13	2
490 c.c. 30 International	303	2	10
348 c.c. 40 Manx	496	10	0
499 c.c. 30 Manx	496	10	0
N.S.U.			
247 c.c. Max Special	236	10	5
247 c.c. Supermax	262	11	7
PANTHER			
197 c.c. 10/3	150	19	0
197 c.c. 10/3A	155	18	9
197 c.c. 10/4	162	16	0
249 c.c. 35 Twin	193	7	3
249 c.c. 35 Sports Twin	198	19	6
248 c.c. 65	185	5	0
348 c.c. 75	212	1	6
598 c.c. 100 Standard	234	10	6
598 c.c. 100 De Luxe	252	12	6
PUCH			
174 c.c. 175 SVS	180	0	0
249 c.c. 250 SGS	240	0	0
ROYAL ENFIELD			
148 c.c. Ensign I	109	3	1
148 c.c. Ensign II	115	17	3
248 c.c. Crusader	212	1	6
248 c.c. Crusader Airflow	237	1	6
248 c.c. 250 Clipper	189	19	7
248 c.c. 250 Clipper Airflow	214	19	7
346 c.c. 350 Clipper	199	18	3
346 c.c. 350 Bullet	230	15	9
499 c.c. 500 Bullet	244	10	2
496 c.c. 500 Twin	258	17	1
496 c.c. Meteor Minor Standard	249	10	0
496 c.c. Meteor Minor Standard Airflow	274	10	0
496 c.c. Meteor Minor de Luxe	274	9	0
496 c.c. Meteor Minor de Luxe Airflow	299	9	0
692 c.c. Super Meteor Twin	283	16	1
692 c.c. Constellation Twin	295	0	0
SCOTT			
498 c.c. Red Squirrel Twin	299	8	0
598 c.c. Red Squirrel Twin	299	8	0
STERZI			
49 c.c. Super Sports	134	17	0
SUN			
98 c.c. Hornet	84	12	0
197 c.c. Wasp	158	17	11
249 c.c. Overlander Twin	194	16	7
TRIUMPH			
199 c.c T20 Tiger Cub	149	14	0
199 c.c. T20C Tiger Cub Trials	155	18	9
348 c.c. Twenty-One	228	5	11
498 c.c. 5T Speed Twin	253	4	11
649 c.c. 6T Thunderbird	258	4	8
498 c.c. T100 Tiger 100	269	9	3
649 c.c. T110 Tiger 110	278	3	11
498 c.c. TR5 Trophy	274	9	0
649 c.c. TR6 Trophy	280	13	9
VELOCETTE			
192 c.c. LE	193	7	3
192 c.c. LE Mark III	202	14	5
192 c.c. Valiant	217	1	4
349 c.c. MAC	240	2	11
349 c.c. Viper	258	4	8
349 c.c. 350 Scrambler	261	19	6
499 c.c. MSS	247	0	1
499 c.c. Venom	266	19	4
499 c.c. 500 Scrambler	268	4	3
499 c.c. Endurance	258	4	8
VICTORIA			
197 c.c. Swing	199	12	0
ZÜNDAPP			
199 c.c. 201S	180	17	9

The New
ARIEL
leader
is equipped
with
AVON
paired tyres

for performance with safety

SPEEDMASTER high grip, high mileage, ribbed FRONT
S.M. (SAFETY MILEAGE) high performance, studded REAR

A major contribution to the safety of all solos — by AVON

Don't take chances with your new Ariel *leader*

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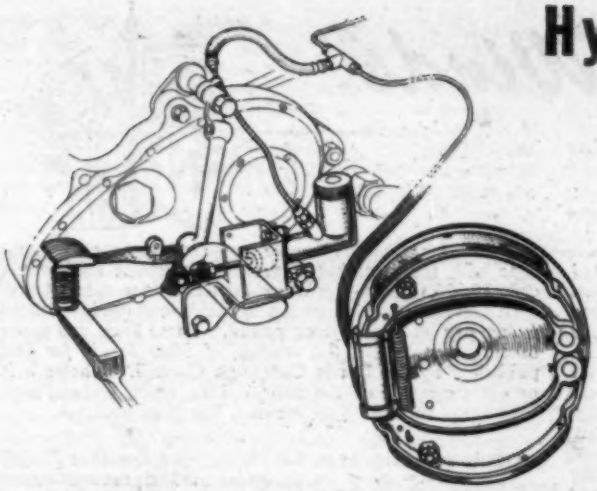
ARIEL RECOMMEND CASTROL

2-STROKE SELF-MIXING OIL

WAKEFIELD Castrol MOTOR OIL

Hydraulic Braking

An Enthusiast's Ingenious and Efficient Conversion on his Vincent Outfit



A MOTOR-CYCLE fitter at London Airport, J. Milner runs a 499 c.c. Vincent sidecar outfit. He wanted more powerful rear-wheel braking, lighter pedal pressure and, automatically, an equal rate of wear on the left-hand and right-hand brakes. All three requirements were met by substituting hydraulic operation for the rods and levers. The appearance of the shoe-plate assemblies is very neat but that of the operating mechanism slightly less so because alterations have been made as a result of experience since the original conversion.

The master cylinder of a Girling car-braking system is mounted alongside the primary chaincase and the piston is actuated by a pedal pivoted at the lower end of the left footrest hanger. (Pedal height can be varied by adjusting the length of the piston rod.) From the rear of the cylinder a length of pipe leads to a T-piece mounted on the pivot lug of the rear fork just in front of the mudguard. Part of the pipeline is flexible to allow for fork movement.

Two pipes—one to each brake—lead from the T-piece. For the first part of their length the pipes are metal and follow closely the lower arms of the pivoted fork. The flexible rear sections are curved to form an inverted U and thus provide sufficient length to permit the wheel to be drawn backward out of the fork ends without disconnecting the pipes. The shoe assemblies can then be withdrawn from the drums and the wheel removed independently.

In order to provide space for the operating cylinders, the ends of the brake shoes formerly expanded by the cams were sawn off. The cylinders were taken from the brakes of a 600 c.c. Fiat car and fitted with Girling pistons. Initially a reservoir for the master cylinder was fitted (underneath the dual-seat) but it has been discarded since it was found to be superfluous.

All parts used in the conversion are readily obtainable commercially. So successful has the experiment proved that Mr. Milner proposes to extend the hydraulic control to the sidecar-wheel brake. At present it is cable operated from a pedal placed about 2in beneath the rear-brake pedal. That arrangement has, of course, the advantage of independent braking for left-hand cornering.

Norton Sidecar Fork

FOR a long time sports sidecar enthusiasts have cast covetous eyes on the high-performance, duplex-frame Norton Dominator twins—the 497 c.c. Model 88 and 597 c.c. Model 99. But hitherto these mounts have been available only with a front fork designed to give best results when ridden solo. So many requests have been made to the factory that a sidecar version of each model is now available. Rather than produce a dual-purpose fork giving a compromise between solo and sidecar trails, the makers have evolved a fork specially for sidecar use. There is no difference in price between solo and sidecar versions.

Main difference between the two types of fork is in the design of the upper and lower yokes which govern the fork angle and hence the trail. The sidecar fork is equipped with heavy-duty springs. In addition, the rear-suspension units of the sidecar models are as fitted to the 596 c.c. Model 19S single; they embody stronger springs and heavier damping than the solo units.

Nortons intend to market a conversion set comprising the new fork and replacement rear-suspension units for the benefit of owners of existing Dominator 88 or 99 models who wish to attach a sidecar. Details are obtainable from the service department.

A further announcement by the factory is that either model can now be obtained in a metallescent blue finish as an alternative to the standard polychromatic grey. Extra cost of this finish, as for the other alternative of post-office red, is £2 16s 2d including purchase tax. The makers are Norton Motors, Ltd., Bracebridge Street, Aston, Birmingham, 6.

Bella Changes

THE 199 c.c. Zündapp Bella 204 scooter is now in production and will shortly supersede the existing 203 model which it resembles in many respects. Improved cooling of the 64 × 62mm single-cylinder two-stroke engine has been achieved by inclining the hitherto vertical cylinder forward at nearly 45 degrees within the bodywork tunnel. A long chromium-plated silencer, similar to that on the Zündapp 201S motor cycle, replaces the earlier pattern which was mounted under the footboard.

Following current Bella practice, Bosch 12-volt electric starting is standard. As before, primary drive to the four-speed foot-controlled gear box is by chain and the multi-plate clutch runs in oil; the final-drive chain is totally enclosed. Compression ratio is 6.4 to 1 and a power output of 12 b.h.p. is claimed.

Other features carried on from the earlier series include a simple but sturdy tubular frame and pivoted-fork front and rear springing. The front suspension is unusual in that a single curved stanchion tube is employed; control is by a combined spring-and-damper unit. At the rear the hydraulic damper is separate from the coil spring. The 12in-diameter pressed-steel wheels carry 3.50in-section tyres and are equipped with 6in brakes having a lining width of just under 1in.

Among the detail changes on the 204 are a cowling over the handlebar, a prop stand to supplement the centre stand and the provision of a handlebar-mounted flasher switch for the headlamp. The Bella 204 will be available in the usual range of colours and the price, £205 16s 9d including British purchase tax, is as for the model 203.

The 148 c.c. Bella 154 is now obtainable in a choice of three two-tone finishes. In each case the lighter shade is known as grey-stone white and it is matched with Ascot grey, raven black or storm blue. Price with the two-tone schemes remains at £174 13s including tax. Concessionaires are Ambassador Motor Cycles, Ltd., Pontiac Works, Ascot, Berks.

Newcomers' Race On?

IT would appear already that the Snaefell Race (for newcomers to September's Manx Grand Prix) is almost certain to be held. By last weekend 83 newcomers had said that they wanted to ride. Applications for the M.G.P. totalled 62 for the Junior (350 c.c.) Race and 67 for the Senior (500 c.c.) Race. Provisional plans are to hold the Snaefell Race on Saturday, September 6. The Junior M.G.P. will be run on Tuesday, September 9 and the Senior on Thursday, September 11. Entries for all three races close on Saturday.

On the Four Winds

By "NITOR"

THE LOST GLORY What memories were bestirred by the report of the Belgian Grand Prix in last week's issue! And how the classic scene has changed. In the early 1950s I visited all the famous continental grands prix. At that magnificent Ardennes circuit near Spa, for example, with Chillingworth of legendary photographic fame (now enjoying well-earned retirement near Torquay), we would make a round trip of the circuit, taking in Geoff Duke's and Reg Armstrong's hotel in Spa, the A.J.S. team's hotel just round the corner, the second Gilera hotel and Guzzi hostelry up by that level-crossing near the circuit, Eric Oliver's rambling hide-out garage at Trois Ponts (where Ron Watson was often in attendance), the Norton headquarters at Stavelot, with "Professor" Joe Craig rising from a post-prandial siesta to preside over the mysteries of the bench. I agree that in order to balance the scales in the bigger-capacity classes Formula 1 racing has got to come. But I will remember those visits to Spa in the days of the giants as among the happiest of my life. I mourn their passing.

N.Z. GOES SHORT The full impact of import restrictions on motor cycles into New Zealand is now, I gather, making itself felt. New machines are becoming very hard to come by, so much so that many traders are insisting on part-exchange deals. Racing machines are the hardest of all to buy and it seems, in spite of the fact that special permits are to be issued for the importation of new racers, that the sport will inevitably feel the draught. When it is realized that no fewer than 33,897 new models were registered in New Zealand in the first three months of this year, the effect of the trade barrier becomes all the more poignant.

NOT FAST ENOUGH? Our present Minister of Transport, Mr. Watkinson, is a good publicist and hardly a week passes without our hearing something about road building. The chances are that he will have the honour to be the M.o.T. in office when Britain's first motorway (London-Birmingham) is opened in the autumn of next year. You might conclude from the official announcements that we are at long last catching up on the leeway—that before long our road network really will be adequate for the traffic load. You would be quite wrong I regret to say. Traffic delays cost £500 million a year. If the number of vehicles doubles in the next ten years as expected, the annual cost of delays will be four-fold—£2,000 million. To modernize our roads sufficiently to cope with the remarkable increase in vehicle load would cost £3,500 million—far more than even the most starry-eyed Government planner has in mind—but the investment would pay off as the years passed. These facts and many others emerge from the reading of *New Roads for Old* published by the Roads Campaign Council. I hope it is properly digested by the industrialists, union leaders, local authorities and M.P.s to whom it has been sent.

QUESTION AND REPLY Here's yet another crazy question and answer culled from the pages of a U.S. contemporary. *Question:* "I read recently of a fellow in Southern California who installed a full-race Vincent engine in his Simplex moped frame and was planning to run it in sprints. Have you any news, please?" *Answer:* "The man you speak of made only one run at the dragstrip on that machine. He went through the traps at 947.536 m.p.h. and when last seen was heading west over the Pacific at 15,000 feet."

WOULD YOU FIT IN? We of *The Motor Cycle* regard ourselves as keen types thriving on the unexpected, on long hours at the desk or in the saddle, loving motor cycles and, perhaps above all, thinking on our feet and getting on with the job. Predominantly it's a young man's game, provided the young man is of the right calibre—having the right amount of ginger in his blood, the right type of schooling and the right sort of zest for motor cycling. We don't have to be aces of the Surtees-Smith-Brittain type, but we require the widest possible range of experience of the motor-cycle game. By that I mean we may have to cover miles of rough stuff on a trial such as the "Scottish" one week and a few days later straddle a Manx Norton. We may be called upon between times to discuss the merits or demerits of a new design with factory experts and to pro-

Right: P. A. Chillingworth ("Chillie" as he was known to racing men for almost half a century) taking things quietly (see first paragraph)

vide an "outside" opinion of the prototype's behaviour on the road. We have to be able to write an interesting narrative round a sporting event or describe a machine down to the last nut and bolt. If you are 25 or thereabouts, and feel that you have the necessary know-how and love of the game, I can let you into a secret. We may be able to use you. Why not let me have a few relevant details concerning your background? If I feel that you would fit into the pattern, I would be happy to pass them on to the Editor.

BRIEF REMINDER The best British-made merchandise is displayed at the Design Centre, 28, The Haymarket, near Piccadilly Circus. Every provincial motor cyclist visiting London this summer would do well to spend an hour or two there, inspecting the work of our native craftsmen. Apart from a library of photographs and technical data, intricate cut-glass tableware, contemporary fabrics and the latest consumer goods in bewildering array are all on show. Motor cycles are represented, too, and different makes are exhibited from time to time. Admission is free and the Centre is open from 9.30 a.m. to 5.30 p.m. Mondays to Saturdays (Thursdays until 7 p.m.).

BRITONS ARE TOUGH By all accounts that 24-hour race at Barcelona was chock-full of interest. (The results were published in last week's issue.) And as so often happens in long-distance racing the chief drama centred not on the scrap for the lead—Mandolini and Maranghi with their Ducati finished 25 miles ahead of the second pair—but on the efforts of a mid-field pair to bring their machine to the finish. Two Britains, Ivor Watton and Ivor Eveleigh with a Triumph Tiger 110, treated 10,000 Spanish enthusiasts to what must rank as the most incredible feat of endurance ever performed on those sinuous three miles of road in Montjuich Park. Thirty-eight minutes after the start Watton collided with another rider and was carried off on a stretcher, unconscious and with a smashed right foot. Eveleigh took over and stayed on the machine almost throughout the whole of Saturday night. To avoid disqualification Watton had to complete a minimum of two hours in the saddle and so, ignoring the doctors' peremptory orders, he returned to the track with his damaged foot strapped up. No one would have given a light for his chances as he circled as best he could, making his gear changes by hand while a rocking pedal was hurriedly fashioned in the pits. When Watton took over for the final hour he lay 15th and he picked up to 11th before seeing the flag. Well-wishers, photographers, newsreel cameramen and officials surged away from the winners to congratulate the British pair. I salute them, too.

PARKING PROBLEMS If a proposal based on a survey carried out by the British Road Federation is adopted Kingston-upon-Thames, Surrey, will become an experimental parking town in roughly the same way as Slough is an experimental safety town. No better subject could have been chosen, for parking conditions in Kingston (as the survey bears out) are poor on weekdays and chaotic—nothing less—on Saturdays. Many locals refuse to go into the town on Saturdays and take their custom instead to nearby Walton-on-Thames. Kingston is busier than most townships, because it is small and compact, because it is an attractive shopping centre, because little off-street parking is possible and finally because in its environs there is a greater-than-average number of cars per head of population. All the proposals hinge on the provision of adequate parking facilities chiefly in the form of tier-type garages. On these sites charges would range from a free period of one hour to not more than 2s a day. For the control of kerbside parking the blue-disc system as used in Paris would be employed both alone and in conjunction with meters. The report was published last week, two days before the start of London's West End parking-meter scheme, and Lord Derwent, the Federation's chairman, has sent a copy to the Minister of Transport. Let us all hope that an experimental parking town will be nominated with the least possible delay; for the problems in Kingstons up and down the country will not be resolved in a day—hardly in a decade come to that.

THOSE METERS That West End parking-meter scheme, by the way, was launched last Thursday, and that same afternoon a colleague went for a jaunt round the north-west corner of Mayfair to see how things were shaping. Briefly the set-up is that there are 655 parking spaces, each with its own meter. Every weekday between 8.30 a.m. and 6.30 p.m. (bank holidays excepted) a motorist may park only at a meter. Charges are 6d for one hour and 1s for two hours. If a driver overstays the period for which he has paid he then has to pay an excess charge of 10s. If he exceeds the excess-charge period of two hours—four hours altogether—he is liable to prosecution. Solos may be parked without charge in any of the eight special sites provided, but that concession is not extended to sidecar outfits or three-wheelers. Situated mainly in little-used side streets, the motor-cycle spaces are difficult to find. In fact, my colleague could have wasted a lot of time (and petrol) looking for them but for police guidance. The sites were small and together they would accommodate only about 100 machines. While that provision may be adequate in fashionable Mayfair, far more motor-cycle space will most certainly be needed in other districts should the scheme become more generally adopted. Local authorities please note.

Shot of a motor-cycle parking area, tucked unobtrusively away in a quiet Mayfair, London, backwater (see "Those Meters")

COMPETITION COMMENTARY

Why No Smith?

Omission of World-famous Star from Moto-Cross des Nations Team Weakens British Chances

By RALPH VENABLES

RIDERS to represent Great Britain in the Moto-Cross des Nations in Sweden on September 7 have just been announced. The line-up is as follows: John Draper (499 B.S.A.), Dave Curtis (498 Matchless), Brian Martin (499 B.S.A.), Ron Langston (497 Ariel), Derek Rickman (499 B.S.A.) and Don Rickman (499 B.S.A.). This is the 12th year of the great international scrambles contest—which British riders have won eight times. And what are our chances now? In the late forties the Belgians provided the strongest challenge and, indeed, even in 1957 they came within 14.8s of beating us. But this year I cannot help thinking that the Swedish team will be hardest to conquer.

THE omission of Jeff Smith—*first man home in the past three years*—looks like an appalling error of judgment. Can we afford to do without him? The obvious strength of the Swedish and Belgian teams gives us the probable answer to that one. Regardless of whether we win or not I can only suggest that the banishment of so brilliant a rider from the British team is a blunder which warrants an A.C.U. inquiry at higher level than the moto-cross sub-committee. A hint of things to come was obvious in the omission of Smith from the Television Team Trial last February; and his absence from the International Six Days' Trial team-selection tests added weight to the supposition that some form of boycott was in operation. That it extends to the Moto-Cross des Nations is a thousand pities.

HOWEVER, let us examine the existing talent. Logically and chronologically we must start with John Draper—but what can I say about farmer John which is not already a well-known part of motor cycle history? A real "character," Draper has been scrambling spectacularly for over ten years, and perhaps his finest ride was that classic second-gear dash in the 1950 Moto-Cross des Nations in which he was first to acknowledge the flag. He was the first Briton to win the European Moto-Cross Championship and at the ripe old age of 29 is still very much in the hunt—as proved by the fact that he is at present the highest-placed British rider in the current world's championship table, with Jeff Smith close behind.

THE achievements of Dave Curtis, Brian Martin and Ron Langston were described in last week's "Competition Commentary." Curtis is an old hand—as dependable as any we have ever had, Martin was in the British Moto-Cross des Nations team for the first time a year ago and Langston is a newcomer who within the last month has really "got the message." In 1957 Curtis finished second to Jeff Smith at Brands Hatch (1.2s behind), and Martin was seventh—third British finisher in the home team. It is a curious fact that Draper, Curtis and Langston are all farmers—and living quite close to one another at that.

AND what of the Rickman brothers? Derek, now 25, was in the Moto-Cross des Nations team for the first time last September, so that Don (2½ years younger) together with Ron Langston form the new strength for this year. Derek has been called the Jimmy Simpson of the scrambles world—away like a flash and in the race long enough to set a cracking pace. But too often it is Derek himself who is the victim of these tactics! Mechanical troubles have beset him on a depressing number of occasions. Don has been more fortunate and is usually about the place at the finish. He started the year well with a Senior win in the Sunbeam Point-to-Point and was outstanding at Hawkstone Park 11 days ago. Derek and Don are in partnership in a motor-cycle business at New Milton, Hants, and two nicer lads I have never had the good fortune to meet.

DESPITE the absence of Smith the prospects, I think, are that there will be an intense three-way tussle between Sweden, Belgium and Britain. The British weakness lies in the fact that only half our teamsters are fully versed in the strategic hurly-burly, after-me-chum tactics so essential in continental scrambling. The forceful riding typified by Jeff Smith, Les Archer and Geoff Ward can hardly be described as polite—but politeness plays no part in the Moto-Cross des Nations. "British scramblers," remarked the late Peter Chamberlain ten years ago, "are no good until they've learned to ride with their elbows!" Look at the picture on page 45 of last week's issue for endorsement of that opinion!

BRAVERY for bravery's sake is pointless, and it takes at least a year of regular riding against the cream of the continental exponents for fearlessness to be put to the greatest advantage. Then again, fearlessness and foolhardiness are prone to become intermixed in the heat of battle, and four of our 1958 teamsters are married men—three of them with children. So at the risk of being called a pessimist I forecast defeat this year—although I do most sincerely hope that I am wrong! Looking farther ahead, however, I would say that with lads like Dave Bickers and Frank Underwood coming along so well, the future is bright. Bickers I regard as the logical successor to Draper—similar in so many ways and destined for great achievements.

Moto-Cross des Nations nominees: above are Derek and Don Rickman (B.S.A.s) and alongside them is Ron Langston (Ariel). On the right are those inseparable brothers-in-law and B.S.A. stars John Draper and Jeff Smith, of whom only Draper has been selected for the British moto-cross team

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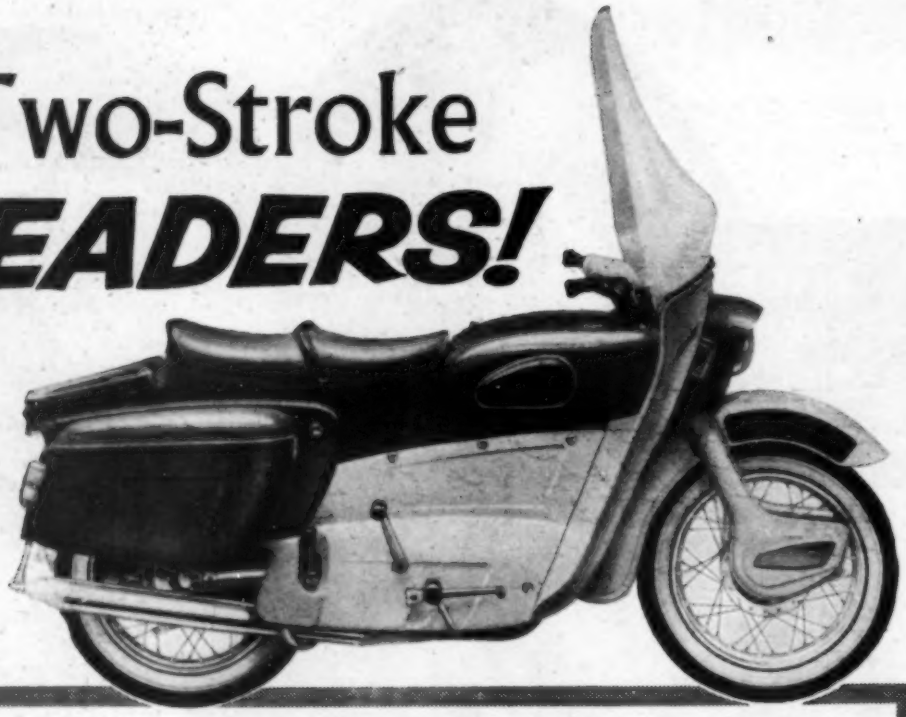

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Shutters Up Early

Allan Jefferies Trial Ended After First Lap Because of Bad Weather

Gordon Blakeway (497 Ariel) the Winner

BRITISH weather! Last Saturday rain played havoc with the Bradford Club's national Allan Jefferies Trial and clerk of the course Artie Ratcliffe had no option but to put up the shutters after one lap instead of two of the 30-mile, 28-section course. Coming after a week of fine weather, the rain gave the limestone rockery an ice-like surface and transformed the trial into an expedition. What had initially been a tough course became a terror. The winner was Gordon Blakeway (497 Ariel) who achieved the near-impossible to finish with only 29 marks lost. Five marks behind—the second best finisher—was Blackie Holden on his 199 c.c. Triumph Tiger Cub. The club team prize was won by Bradford, each of the three riders losing 39 marks. The teamsters were J. R. Sayer (199 Triumph), Stan Holmes (497 Ariel) and Peter Fletcher (499 Royal Enfield). Of the 79 starters only 47 completed the single lap. Of the non-finishers 16 retired and 16 missed observed sections.

Only a hundred yards from the start at Long Ashes, Threshfield, eight miles from Skipton, riders had a taste of the sort of rough-stuff rodeo that lay ahead. The first sub-section comprised a straight rocky climb with a 12-inch step about halfway up that took marks from 34 of the 43 riders watched through. The best throughout were J. Wain (149 Special), F. Lee (346 Royal Enfield) and Johnnie Brittain (346 Royal Enfield), each of whom lost three marks. Stan Holmes took his 497 c.c. Ariel up the bank—wall-of-death stuff—to dodge the step, only to lose the model well and truly halfway up. Brittain, however, had gone straight on, feet-up, to within yards of the section end, only to have to prod vigorously on the way out.

Pressing on through the teeming rain, riders came to the sixth set of sections, Halton Gill. Or rather, *most* of the riders did, for several by then had lost their way and were dashing hither and thither trying to pick up the route marking. Through a cattle pen competitors went down into a stream bed, swinging left and up the hillside. It was there that C. Walmsley (497 Ariel) slid off the rocks and into the wall, injuring his shoulder. An earlier retirement was that of A. Greenwood (348 Ariel) who had fallen and received a cut under his chin. The first "mechanical" retirement—after the first observed section—was L. D. Noble (499 B.S.A.) with a broken footrest. Equally unfortunate was Scottish visitor R. S. Thomson (348 B.S.A.) who went out after three sections when a rock damaged the crankcase.

The second sub-section at Halton Gill was by far the worst. A high tree root and the greasy going caught out everyone except Blakeway and C. A. Morewood (497 Ariel), though Geoff Broadbent (346 Royal Enfield) got away with a dab. Blackie Holden (199 Triumph) was in bother with a tickover that wasn't and a split petrol tank. The course then led out over the moors, following gully riddled sheep tracks to a couple of sub-sections at Hagg Gully. That was a second-gear dash up a rocky slot, S-shaped and about a yard wide. Best time of the day undoubtedly went to Holmes.

Other clean climbs were recorded by J. G. Brown (224 Greeves), C. R. Mallinson (348 Ariel) and Peter Fletcher. Making a welcome reappearance in the trial, Jeff Smith (499 B.S.A.) rode the first sub-section feet-up, but a gullyside gallop cost him five marks in the second. Tom Ellis, now riding a single-cylinder five-hundred B.S.A. instead of his ex-Rist twin, also cleaned the first sub but lost three marks in the second. Holden and Gordon McLaughlan (A.J.S.) were the only riders clean at Raisgill One, where an almost-dry stream bed and an exit through a hole in the wall, over a conglomeration or oversize rockery, made life difficult for all concerned.

Yockenthwaite was a new discovery—a trickle along a stream bed. It was a case of dodging the big boulders and the only riders to manage it were Brown, G. K. Oates (199 Triumph), Blakeway, Sayer and E. R. Jameson (499 B.S.A.). The sections at Park Rash brought some respite. There were numerous clean climbs, but only one rider, Gordon McLaughlan, cleaned the three extremely difficult sub-sections at Moor End.

Last of all there came the two hazards at Fosse Wood. These were downhill jaunts and both Peter Fletcher and Jeff Smith were unpenalized on the first. K. Ives (347 A.J.S.), D. Younghusband (348 Ariel) and Roy Peplow (199 Triumph) were the only riders to manage the second.

Allan Jefferies Trophy (best performance).—G. S. Blakeway (497 Ariel), 29 marks lost.

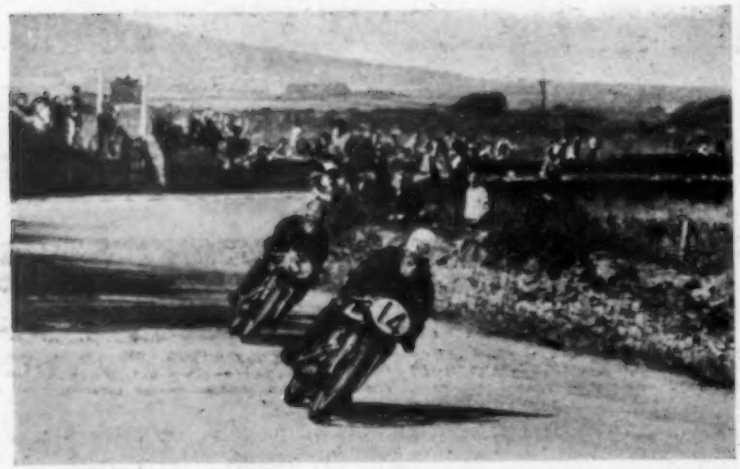
Hisey Trophy (best 250 c.c.)—B. Holden (199 Triumph), 54. **Huddersfield Trophy** (best 350 c.c.) J. V. Brittain (Royal Enfield), 59. **Ellis Trophy** (best 500 c.c.).—P. Fletcher (499 Royal Enfield) and M. S. Holmes (497 Ariel) tie, 39.

Jean Ellum Cup (best rider who had not previously won a first-class award or better in a national trial).—K. Garside (197 James), 56.

Club Team Award.—Bradford: J. R. Sayer (199 Triumph), Holmes and Fletcher, 117 marks lost. **Best One-Make Team.**—Ariel: Blakeway, Holmes and M. Ramsom, 46.

First-class Awards.—G. S. Blakeway (497 Ariel), 29; B. Holden (199 Triumph), 34; R. S. Peplow (199 Triumph), 37; J. R. Sayer (199 Triumph), N. S. Holmes (497 Ariel), P. Fletcher (499 Royal Enfield) and J. V. Brittain (346 Royal Enfield) 39; M. Ramsom (497 Ariel), 40; C. A. Morewood (497 Ariel), 42; G. O. McLaughlan (347 A.J.S.), 45; E. Adcock (197 Dot), and P. E. Brittain (346 Royal Enfield), 46; J. G. Brown (224 Greeves), 50; R. J. Barker (197 Greeves), 54; K. Garside (197 James), 55; F. Lee (346 Royal Enfield) 56.

Above: Scottish rider R. S. Thomson (348 B.S.A.) who retired with a damaged crankcase. Below: D. Chadwick (197 Dot)—no relation to road racer Dave Chadwick—on Hazel Grove



At Stadium Corner Bob McIntyre leads Terry Shepherd by a few feet. Both ride Nortons. Their duelling enlivened both Junior and Senior races

Slender Wins

Closely Fought Racing in Isle of Man Southern "100" Meeting

BOB McINTYRE and Terry Shepherd won premier honours in the Junior and Senior classes of the Southern "100" meeting at Castletown, Isle of Man, last week and they provided two of the most exciting speed spectacles ever seen in the home of motor-cycle racing. McIntyre, on his Norton, won the Junior event on Wednesday evening by only four-fifths of a second from Shepherd, also on a Norton. Next day Shepherd turned the tables when he pipped McIntyre, also by four-fifths of a second, to win the Derek Ennett Trophy in the 500 c.c. class.

Such tight finishing was the culmination of two rare battles between the pair, and thousands of holidaymakers sat enthralled by their neck-and-neck riding over the five-mile Billown circuit.

The 350 c.c. class, first event in a well-organized programme, was regrettably marred by an accident at Castletown Corner which culminated in the death, early on Thursday, of Maurice Bowdery of Orpington, Kent. He was in a bunch of riders approaching the corner when apparently his engine seized and he was thrown heavily. He was rushed to hospital but died some hours later.

From the massed start, McIntyre and Shepherd shot away, leaving the rest of the field to fight out their own battles. The first lap saw Mac in the lead, with a small gap between them, and he managed to keep ahead until the fifth lap, when Shepherd took over. It was like that until the final lap when the crowds were tense with excitement as to who would win. Rounding Stadium Corner 100 yards or so from the finish, Shepherd and McIntyre came on a rider who was pushing his machine to the pits. As Shepherd slowed, the Scotsman slid past him to round the corner first and he maintained his lead to the chequered flag.

While the leaders showed their superiority there was still plenty of interest in the scraps among the runners farther back and, if they were not "in the silver," they certainly had an enjoyable ride.

It was obvious that Thursday's 500 c.c. event would draw the crowds to watch a further battle between Shepherd and McIntyre. They were not disappointed. Among the thousands lining the circuit were many people who had never previously seen a road race and they were quickly converted by this great struggle.

Again McIntyre and Shepherd roared away from the start. Some three minutes later the Scotsman sped through with Shepherd in his slipstream. Not only did Mac and Terry provide a first-class spectacle but they also made the lap record look silly. Originally it was set up in 1956 by McIntyre, who then lapped in 3m 5s (82.70 m.p.h.). Between them, on Thursday, they did 17 laps in lesser time and Shepherd eventually reduced the record to 3m 2s, a speed of 84.06 m.p.h.

As on Wednesday, the final lap of the McIntyre-Shepherd duel again provided thrills for everyone and again a baulk produced the victor. The leaders were roaring through Malew Church Bends when they joined up with a thrice-lapped competitor. This gave Shepherd his chance and he scissored his way to the lead, leaving Mac to contend with the lagging rider on his approach to Stadium Corner. Shepherd crossed the line a few yards ahead of McIntyre.

Fron Purslow (N.S.U.) had a runaway win in the Lightweight class which preceded the Senior Race. In doing so he broke the previous lap record of 3m 35s (71.16 m.p.h.) on no fewer than eight occasions and his best time was 3m 28s (73.56 m.p.h.).

250 c.c. Race (9 laps).—1, F. Purslow (N.S.U.), 31m 33s, 72.74 m.p.h.; 2, J. L. Payne (Triumph); 3, J. P. Patrick (Velocette). **Fastest Lap.**—Purslow, 3m 28s, 73.56 m.p.h. (record).

350 c.c. Race (12 laps).—1, R. McIntyre (Norton), 39m 4s, 78.52 m.p.h.; 2, T. S. Shepherd (Norton); 3, G. R. Costain (Norton). **Fastest Lap.**—Shepherd, 3m 11s, 80.10 m.p.h.

500 c.c. Race (24 laps).—1, T. S. Shepherd (Norton), 1h 14m 22.8s, 82.28 m.p.h.; 2, R. McIntyre (Norton); 3, F. Purslow (Norton), completed 23 laps. **Fastest Lap.**—Shepherd, 3m 2s, 84.06 m.p.h. (record).

Castle Combe

HALF an hour before the start of last Saturday's national Castle Combe road-race meeting, rain fell heavily and pitilessly. But as 2 p.m. drew near the weather gods relented, the clouds lifted and though the first two events were run on a damp track the circuit was mainly dry thereafter.

As was expected, Mike Hailwood had comfortable wins in the 125 and 250 c.c. events on his Ducati and N.S.U. (on which he also won the handicap) while in the 350 c.c. Race he gained a narrow victory over Derek Minter. Both rode Nortons. Minter won the five-hundred race without challenge after Hailwood had oiled a plug on the line. Bill Boddice (Norton) was winner of the sidecar scratch race.

It looked as though there might be some opposition to Hailwood in the one-two-five category when for the first two laps Derek Edlin and D. C. Moore (MV Agustas) were close. But Hailwood was, it seemed, only getting the feel of his not yet familiar Ducati and soon established a commanding lead in the process of which he broke the lap record.

In the 250 c.c. event, too, there was some early resistance from L. A. James and J. D. Hamilton, also N.S.U. mounted, but again Hailwood left no doubt of his superiority. Minter was faster in his respective three-fifty heat than Hailwood was in his and Hailwood made a poor start in the final. At first Minter was hotly pursued by P. W. Reed (Norton) but Hailwood worked his way through the field in dashing style.

The Sidecar Race saw Boddice out on his own after only one lap and, though not pushed, he won by about half a lap. Interest centred round Bob Robinson's efforts on the big Vincent outfit to find a way through the ruck after a bad start; he managed to squeeze past Ted Young (E.T.Y.-Triumph) into second place on the last lap.

After Hailwood's misfortune at the start, the five-hundred race provided a rather hollow win for Minter who lapped everyone below fifth place. The Sidecar Handicap went to one of the limit men, H. G. Baker (Norton) who had been kindly treated by the handicappers.

Finally there was an invitation handicap in which the fastest from 250, 350 and 500 c.c. events went off in groups. Race progress was difficult for spectators to follow—and the rain had restarted. Indeed, it caused Minter to pull in after three laps. Mike Hailwood (N.S.U.) led throughout and Tony Godfrey (499 Norton) did well to come through to second place.

Non-experts' 350 c.c. Race (8 laps).—1, L. A. James (Norton), 74.53 m.p.h.; 2, J. C. Smith (A.J.S.); 3, R. H. Carman (A.J.S.). **Fastest lap.**—B. E. McEntee (A.J.S.), 77.57 m.p.h. **Non-experts' 1,000 c.c. Race** (8 laps).—1, N. J. Price (Norton), 77.75 m.p.h.; 2, J. Clarke (Norton); 3, M. W. Munday (Norton). **Fastest Lap.**—Price, 82.18 m.p.h. **125 c.c. Race** (5 laps).—1, S. M. B. Hailwood (Ducati), 66.43 m.p.h.; 2, D. H. Edlin (MV Agusta); 3, D. C. Moore (MV Agusta). **Fastest Lap.**—Hailwood, 70.77 m.p.h. (record). **250 c.c. Race** (6 laps).—1, Hailwood (N.S.U.), 72.42 m.p.h.; 2, J. D. Hamilton (N.S.U.); 3, L. A. James (N.S.U.). **Fastest Lap.**—Hailwood, 75.28 m.p.h.

350 c.c. Race (heats 5 laps, final 10 laps): **Heat 1.**—1, Hailwood (Norton), 75.93 m.p.h. **Heat 2.**—1, D. Minter (Norton), 77.86 m.p.h. **Final.**—1, Hailwood, 79.81 m.p.h.; 2, Minter; 3, P. W. Reed (Norton). **Fastest lap.**—Hailwood, 82.39 m.p.h. **500 c.c. Race** (12 laps).—1, Minter (Norton), 81.05 m.p.h.; 2, T. Godfrey (Norton); 3, J. Hotder (Norton). **Fastest Lap.**—Minter, 84.94 m.p.h. **Sidecar Scratch Race** (8 laps).—1, W. G. Boddice (Norton), 73.01 m.p.h.; 2, R. A. Robinson (Vincent); 3, E. T. Young (E.T.Y.-Triumph). **Fastest Lap.**—Boddice, 75.10 m.p.h. **Sidecar Handicap** (8 laps).—1, H. G. Baker (Norton), 64.34 m.p.h.; 2, B. G. Gross (Norton); 3, D. F. Brindley (Matchless). **Fastest Lap.**—Boddice, 76.49 m.p.h. **Invitation Handicap** (15 laps).—1, Hailwood (247 N.S.U.), 70.26 m.p.h.; 2, Godfrey (499 Norton); 3, P. D. Chatterton (348 Norton). **Fastest Lap.**—Godfrey, 74.26 m.p.h.

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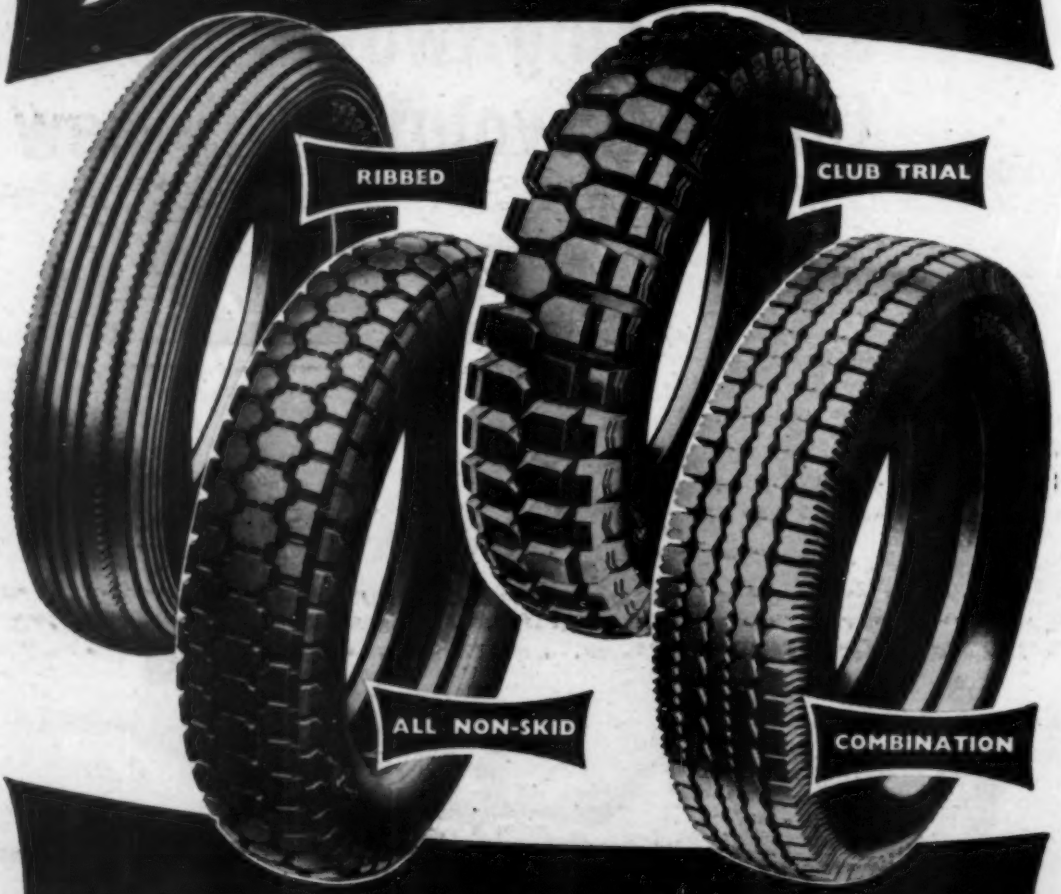

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Six Seconds a Lap

Jeff Smith (B.S.A.) Scores Convincing Victory at Belmont Park

AFTER a night of intermittent rain, Sunday broke cloudy and overcast with a threat of more rain to come. So was the scene set for the Newcastle Club's Grand National Scramble at Belmont Park, Durham. The course comprised that one-mile-long tricky combination of hillocks, ditches and bog, culminating in a very fast straight, that has been used with so much success in previous years.

The first event, the 350 c.c. Race, resulted in a win for Peter Fletcher, that up-and-coming young Yorkshireman, who won comfortably from R. H. Preston. Both rode B.S.A.s. The five-hundred race which followed was far more exciting. Terry Cheshire (B.S.A.), who seems to be striking top form once more, shot into the lead from the start and, riding with great gusto, stayed ahead of Jeff Smith until half a lap from the end. Then Smith drew level on a rutted part of the course and just, but only just, beat the flying Mancunian.

Next in the programme was the sidecar race, in which the order of the leaders remained unchanged throughout. The event was not thrilling in the strict sense, but the antics of the crews greatly entertained the large crowd which had turned out to defy the weather!

Two heats were necessary to sort the wheat from the chaff before the Grand National proper. The first was won by J. M. Tate (B.S.A.), who took the lead on the last lap from Norman Crooks riding a Greeves. The second heat was won by Terry Cheshire, who also went in front on the last lap when Smith was brought to a full stop by a fallen Triumph directly in his path.

Twenty riders came to the line for the 15-lap Grand National. The crowd anticipated another battle between Smith and Cheshire, both of whom were obviously in great form, but it was not to be, for Cheshire started badly. At the end of the first lap Smith led, followed by W. Wood (A.J.S.) and Cheshire lay sixth. After five laps Terry had pushed through to second place but Smith continued to draw away from the field at the rate of about 6s a lap until at the finish he was 1m 30s ahead, way out on his own, and had lapped all but second and third men.

Newcastle Grand National (15 laps).—1, J. V. Smith (B.S.A.), 24m 45s; 2, T. W. Cheshire (B.S.A.), 26m 15s; 3, J. M. Tate (B.S.A.), 26m 25s. **250 c.c. Race** (4 laps).—1, P. Fletcher (B.S.A.), 7m 35s; 2, R. H. Preston (B.S.A.); 3, J. M. Davies (B.S.A.). **500 c.c. Race** (4 laps).—1, Smith, 6m 50s; 2, Cheshire; 3, Tate. **350 c.c. Race** (4 laps).—1, N. Crooks (197 Greeves), 7m 20s; 2, T. W. Reynolds (197 Dot); 3, A. L. Webb (Francis-Barnett). **Sidecar Scratch Race** (4 laps, short course).—1, A. Hartshorn (Ariel), 4m 50s; 2, A. Wilson (B.S.A.); 3, J. A. Martin (B.S.A.). **Sidecar Handicap Race** (4 laps, short course).—1, J. T. Hartshorn (Ariel). **Non-qualifiers' Race** (4 laps).—1, Nicholson (Norton), 5m 10s; 2, A. Wilson (B.S.A.); 3, S. Jones (348 B.S.A.); 2, R. Pine (249 Francis-Barnett); 3, Preston.

Wet Mallory Park

POURING rain from late on Saturday night kept many spectators away from Kirkby Mallory last Sunday. But the handful who braved the weather were rewarded by excellent racing. The Leicester Club received 177 entries and, in accepting every one of them and giving each competitor two rides, found itself faced with a programme that allowed only four laps in the heats, six in the finals and carried on from 11.30 a.m. to 5.30 p.m.

Fron Purslow (N.S.U.) won his 250 c.c. heat and the final, with L. A. James, also N.S.U.-mounted, second in the final. The third man, a long way behind, was P. Hall, of Coventry, riding a Rudge. By the start of the 350 c.c. heats the track had dried out and both spirits and lap times improved. Heat 1 fell to M. C. Adams, riding a 248 c.c. Velocette, and Heat 2 gave Brian Purslow (Norton) his first win of the day At the end of the last lap of Heat 3 hearts everywhere missed a beat when the four leaders, Fay, Horton, Sugden and Ward, failed to appear. All that had happened, however, was that the leader eased off, thinking he had finished, and everyone else in the speeding quartette did the same.

Soon afterwards the rain restarted, and the few spectators who remained for the last race, for unlimited c.c. machines, saw racing on a track that was literally awash.

In the programme were two sidecar events, both of which were won by Alan Young (Norton). S. Nightingale, 11th at the end of Lap 1 of the first event, drove magnificently to finish runner-up; and in the second race he moved up from third again to finish in second place.

250 c.c. Race (6 laps).—1, F. Purslow (N.S.U.), 7m 7.8s; 2, L. A. James (N.S.U.); 3, P. Hall (Rudge). **350 c.c. Race** (5 laps).—1, B. Purslow (Norton), 6m 21s; 2, E. F. Wooder (Norton); 3, R. W. Good (Norton). **500 c.c. Race** (6 laps).—1, P. Purslow (Norton), 6m 43.2s; 2, Good; 3, P. Middleton (Norton). **First Sidecar Race** (6 laps).—1, A. Young (Norton), 6m 49.8s; 2, S. Nightingale (L.S. Norton); 3, R. E. Chenery (Norton). **Second Sidecar Race** (6 laps).—1, Young, 7m 18s; 2, Nightingale; 3, O. Greenwood (Triumph). **Unlimited c.c. Race.**—1, Middleton 6m 50.6s; 2, R. J. Brinnand (Norton); 3, B. Lawrence (Norton).

Minter Best

BOTH major events, the 15-lap 350 c.c. and 1,000 c.c. invitation races, at Brands Hatch last Sunday were won by Derek Minter (Nortons). His race speeds were 70.04 m.p.h. and 70.55 m.p.h. respectively But after riding the R.E.G. twin into first berth in Heat 1 of the 250 c.c. Race, he failed to get the engine to start in the final. Thus Mike Hailwood (N.S.U.) had a no-trouble win.

Norton-mounted, Hailwood led the 15-lap 350 c.c. Invitation Race for the first nine laps. He was then overtaken by Minter, who gradually increased his lead to win by 10s. Lawrence Flury rode well to finish third on an A.J.S., 2s behind Hailwood. In the 1,000 c.c. Invitation Race, Bruce Daniels (Norton) stayed out in front for five laps and looked like remaining there but Minter, who was in great form, came through the field, moved into the lead in the sixth lap and again pulled away to win by a comfortable margin.

Bill Boddice (Norton), who is enjoying excellent form, won the sidecar scratch race and, as scratch man, lost the handicap by only 1.2s.

250 c.c. Race.—1, T. Thorp (172 MV Agusta), 54.77 m.p.h.; 2, D. H. Sidlin (125 MV Agusta); 3, K. Whorlow (172 Gilera). **250 c.c. Race.**—1, S. M. B. Hailwood (N.S.U.), 65.05 m.p.h.; 2, T. Thorp (T.T.S.); 3, A. Pavey (N.S.U.). **350 c.c. Race.**—1, K. A. Payne (A.J.S.), 66.55 m.p.h.; 2, G. J. Canning (Norton); 3, A. B. Horton (Norton). **Unlimited c.c. Race.**—1, P. Dunstall (Norton), 67.12 m.p.h.; 2, P. Overton (499 Starlyte); 3, R. Lawrence (B.S.A.).

350 c.c. Invitation Race.—1, D. Minter (Norton), 70.04 m.p.h.; 2, Hailwood (Norton); 3, L. Flury (A.J.S.). **1,000 c.c. Solo Invitation Race.**—1, Minter, 70.55 m.p.h.; 2, B. Daniels (Norton); 3, T. Godfrey (Norton). **Sidecar Scratch Race.**—1, W. G. Boddice (Norton), 65.2 m.p.h.; 2, E. T. Young (E.T.Y.-Triumph); 3, F. Hanks (Norton). **Sidecar Handicap.**—1, B. G. Gross (Norton), 61.15 m.p.h.; 2, Boddice; 3, Young

National Rally

DURING the early hours of Sunday morning the 736 competitors in the 1958 A.C.U. National Rally will begin to converge on the final control at Weymouth, Dorset. They are due to check in between 8.30 and 10 a.m. and in the preceding 24 hours most of them will have covered approximately 600 miles and visited dozens of controls situated throughout England and Wales. The trek will begin at 10 a.m. on Saturday when the competitors set out.

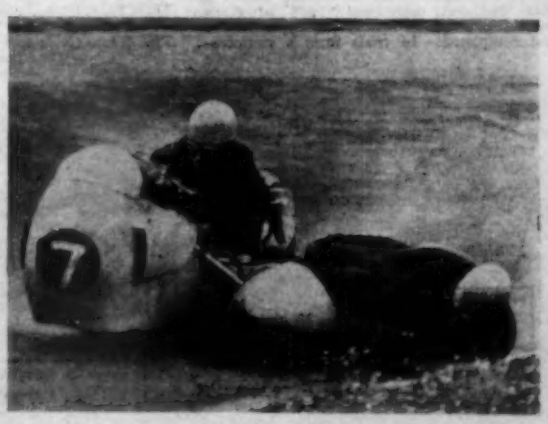
Langston Again

RON LANGSTON (Ariel) again showed outstanding scrambles talent last Saturday. He and Brian Martin (B.S.A.) were the stars at Rhayader Club's Dulas Scramble over the Nantmel course in mid-Wales. The course had been saturated by 24 hours of rain and there were wholesale troubles owing to waterlogged ignition systems.

Langston won the 350 c.c. event from Martin and the order was reversed in the second unlimited c.c. event. But in the first unlimited c.c. race, Langston was slowed and finally had to retire because a kink in the fuel feed obstructed the flow to the carburettor.

250 c.c. Race.—1, G. Wheldon (James); 2, A. J Heesom (197 D.O.T.); 3, J. Davies (125 B.S.A.) **350 c.c. Race.**—1, R. J. Langston (Ariel); 2, B. W. Martin (B.S.A.); 3, A. T. Gibbes (B.S.A.) **Unlimited Race.**—1, Martin; 2, T. Wheeler (B.S.A.); 3, Wheldon (249 James).

Dulas Scramble.—1, Martin; 2, Langston; 3 B. Gwynne (499 B.S.A.).



Picking daisies—with his teeth! Charles Young passengers his brother Ted in their E.T.Y.-Triumph at Brands Hatch. The pair finished second to Bill Boddice in the Sidecar Scratch Race and third in the handicap

Viaduct Highway

Futuristic Road-on-Pillars Part of Route to Wales

A ROAD on a viaduct is part of the plan for a 12-mile motorway to form the first stage of the projected London-South Wales Radial Road. Details of the intended line of the motorway were published last week. It will lead from the Chiswick flyover to the start of the proposed Slough-Maidenhead By-pass on A4—the London-Bath road. Besides providing a new western exit from London the motorway will also offer a fast route to London Airport with which it will be directly connected by a spur road one mile long.

The viaduct will be constructed for the first mile of its length on the line of the Great West Road. Single supporting piers will be erected along the medial strip of the Great West Road allowing traffic to pass freely along the existing carriageways on each side. Where the two roads diverge the viaduct will veer in a north-westerly direction to pass over a large factory and then descend gradually to ground level. The total length of the viaduct will be 1½ miles and its average height 25ft, but where it passes over the factory it may rise to 65ft. The motorway will continue from the end of the viaduct at or near ground level for another ten miles from Boston Manor Park to the Slough By-pass as mentioned.

West of the viaduct 29 bridges will be built. Ten will be over waterways, three over or under railways and 11 over or under secondary roads; the other five will be at fly-over junctions. Estimated cost of the scheme is £12,000,000.

Increased Capacity

AS reported in *The Motor Cycle* for June 26, certain Dot and Greeves machines competing in the Welsh Three-Day Trial were equipped with Vale-Onslow components which converted the 197 c.c. Villiers engine to 248 c.c. capacity. A scrambles conversion has now been produced and was used in the Hawkstone Park supporting races at the Moto-Cross Grand Prix of Great Britain meeting by Brian Stonebridge, John Harris, Bill Barugh and others.

The makers intend to market the conversion parts—which comprise cylinder head, piston and cylinder barrel with heavily finned transfer ports—at an estimated price of £18 18s but deliveries cannot be made for a few weeks as factory arrangements are not completed. In trials form a compression ratio of 8½ to 1 is used; the scrambles conversion has a ratio of 10 to 1.

Designer of the conversion sets is Hermann Meier and the makers (one-time producers of S.O.S. machines) are L. H. Vale-Onslow Motors, Ltd., 100, Soho Road, Birmingham, 21.

Service on Motorway

FOUR service areas are planned for the London-Birmingham motorway—expected to be opened to traffic in October next year—and a fifth is being considered for the St. Albans By-pass which will form the southern continuation of the road.

Each service-area site will cover about ten acres evenly divided on each side of the road and the sites will be some 12 miles apart. A covered footbridge will link the two sides of each area but motor traffic will not be permitted to pass from one side to the other.

Facilities envisaged are transport cafés, cafeterias, restaurants and filling stations and it is intended that there shall be the widest practicable choice of brands of fuels and lubricants at each service area.

Busy Weekend

THE coming weekend is a busy one for sportsmen. First there is the A.C.U. National Rally starting on Saturday and finishing on Sunday morning at Weymouth; secondly, the national Experts' Grand National at Rollswood Farm, near Alcester, Warwickshire, on Saturday and, finally, the classic German Grand Prix at the Nurburgring on Sunday.

Next week's issue will include fully illustrated descriptions of these important events counter-balanced by a selection of popular features.

Please order your copy if you are at home, but remember that should you be on tour, newsagents in holiday areas are carrying extra stocks for casual sales

Another Mobylette

FOLLOWING the introduction last month of the de Luxe Dimoby described in *The Motor Cycle* for June 12, the Mobylette moped range is further extended by the Super de Luxe model now in production. It has a 49 c.c. two-stroke engine identical with those of the other Mobylette models and also features the Dimoby transmission system with its two automatic clutches.

The frame is of pressed steel, as on the Mobymatic model, and a telescopic front fork is specified; the rear wheel is unsprung. Tyre size is 2.00×23in and the finish is in blue. The price is £59 19s 6d inclusive of £11 12s 2d purchase tax. Concessionaires are Motor Imports Co., Ltd., 158, Stockwell Rd., London, S.W.9.

Making Another Try

YET another effort is being made by Mr. Denis Howell, the Birmingham M.P., to obtain a review of the Sunday Observance Acts. In a letter to the Auto-Cycle Union he asks for as much support as possible from motor cyclists. All centre officials and the secretaries of affiliated clubs have been circularized by the Union to ask them to encourage members to write to their M.P.s requesting them to add their names to "Motion No. 90 relating to Sunday Observance on the Order Paper in the name of Mr. Denis Howell, Mr. Peter Kirk, Mr. Hugh Dalton, Mr. Herbert Morrison, Mr. David Price and Mr. John Parker."

Already more than 120 M.P.s have signed the motion—a considerable advance on previous support.

The debate is expected to take place on Wednesday, July 30, and, therefore, Mr. Howell emphasizes that letters to M.P.s should be sent off without delay.

Tests Delayed

IT seems likely that the Ministry of Transport testing scheme for machines over 10 years old will not come into operation until later than at first expected. The original target date was the autumn of this year but preliminary arrangements are taking longer than expected. Latest reports suggest it will be the end of the year, if not later, before the scheme can be started.

Answers to Quiz on Page 76

1. Northerly, Dunnet Head; easterly, Lowestoft Ness; westerly, Ardnamurchan Point, Argyllshire; southerly, The Lizard, Cornwall.
2. Salisbury Cathedral; Tan Hill Inn, Yorkshire; Blackpool Tower.
3. Ironbridge, Salop; Crowland, Lincolnshire; St. Ives and Bradford; Monmouth.
4. Falstaff is at the Gower Monument, Stratford on Avon. Peter Pan is in Kensington Gardens. The White Rabbit is at Llandudno.
5. R.A.C., 1897; Camping Club, 1901; A.C.U. (as the A.C.C.), 1903; A.A., 1905.
6. The Irish mile of 2,240 yards.

Intended line of the new, 12-mile motorway, the first 1½ miles of which will be a viaduct above the Great West Road, Middlesex

Keith Campbell

World-famous Australian Racing Man Dies in France

MOTOR cyclists everywhere will be sorry to learn of the death of Keith Campbell who crashed shortly after the start of the 500 c.c. race in the international meeting held at Cadours, near Toulouse, France, last Sunday. He fractured his skull and died instantly. Campbell, who was 27 and came from Melbourne, Australia, was reigning world's champion in the 350 c.c. class.

He first came to Europe in 1951 to ride in the Manx Grand Prix, returned to Australia the same winter but was back the following year—again for the Manx in which he finished sixth in the Junior Race. The spring of 1953 saw him join the Continental Circus and, during the season, he notched several victories. Brilliantly successful riding in 1956 resulted in his being offered a factory three-fifty Moto-Guzzi for the Senigallia meeting in July of that year. He beat established Moto-Guzzi team men Dickie Dale and Ken Kavanagh and the result was a contract for 1957. Wins in the 1957 Dutch, Belgian and Ulster G.P.s and a second place in the I.o.M. Junior T.T. gave him the 350 c.c. world's title.

This year, riding Reg Dearden's Nortons, Campbell had shown superb form and had scored third places in the 350 c.c. races in the Dutch and Belgian G.P.s and a second place in the 500 c.c. class of the Belgian G.P.

In September last year he married Geraldine Reid, daughter of the popular Isle of Man padre, Rev. R. H. Reid, and sister of Geoff Duke's wife, Pat.

Yanks Do Well

THE Astra Club's moto-cross was run last Sunday at Geddinge Farm, near Canterbury, with the wind blowing at gale force, but the hardy spectators who turned out were treated to first-class racing. The team event was probably the most exciting, for at the three-quarter mark it looked as if the U.S.A. team comprising Joe Penner, Charlie Hockie and Nibs Greer, supported by A. Hogg, might just win. However, Ian Horsell, riding for the London team, rushed through the field and joined up with his team-mate, Tony White, who had led throughout. The pair crossed the line absolutely together.

250 c.c. Final (4 laps).—1, M. Philpot (197 Greeves), 6m 44s; 2, E. Stokes (Triumph); 3, A. Wicken (Greeves). **Junior Unlimited c.c. Final** (6 laps).—1, E. Williams (Triumph), 9m 40s; 2, P. Cremer (Triumph); 3, M. Mills (B.S.A.). **Senior Unlimited c.c. Race** (6 laps).—1, I. Horsell (A.J.S.); 2, T. White (B.S.A.); 3, J. Penner (B.S.A.). **Junior Invitation Final** (6 laps).—1, G. Daniels (249 Triumph), 10m 6s; 2, R. Temple (499 B.S.A.); 3, M. Philpot (197 Greeves).

Team Race.—London: Horsell, White, Cremer, J. Taylor (B.S.A.), 46 points; 2, U.S.A., 37; 3, Kent, 32; 4, Sussex, 21. **Invitation Seniors and Juniors** (6 laps).—1, Horsell, 12m 14s; 2, J. F. Sheehan (497 Ariel); 3, White; 4, C. Hockie (499 Velocette); 5, G. Beamish (499 B.S.A.); 6, Penner.

Up Again!

CONFIRMED statistics covering total registrations of motor cycles and similar-category machines in the peak (third) quarter of 1957 show that another record has been established. The total was 1,461,611 as compared with the record in 1956 of 1,316,165.

In the various capacity classes the totals were: up to 60 c.c., 283,608; 60 to 150 c.c., 404,167; 150 to 250 c.c., 232,396; 250 to 350 c.c., 165,662; 350 to 500 c.c., 135,291; over 500 c.c., 49,645. The largest increase over the 1956 figures was in the 60 to 150 c.c. category with 82,654 more machines; this category includes most of the scooters, no precise total of which can be given since they are not classed separately by the Ministry of Transport. However, a reasonably reliable estimate puts the total for all scooters, irrespective of capacity, at 150,000.

Sidecar-outfit registrations numbered 160,376, an increase of just under 2,000 on the 1956 figure but 451 short of the record in 1955. The three-wheeler total was the highest yet, 30,457.

HOLIDAYS will affect the Norton and Triumph factories from Friday evening, July 25. The Norton works will reopen on Tuesday morning, August 5, and Triumphs on Monday morning, August 11. At Nortons a skeleton staff will be on duty to attend to urgent spares orders and repairs only; the Triumph service department will close except for the dispatch of urgently required parts.

THROUGH an unfortunate combination of circumstances, the price of the Kansas jacket in leather with beaver collar advertised by Pride and Clarke, Ltd., in *The Motor Cycle* for July 10 was in error. The correct price is £12 15s, not £5 15s.

AT the request of the Auto-Cycle Union, Pankhurst (Weymouth), motor-cycle specialists, will stay open next Sunday for the convenience of competitors in the National Rally. Petrol, oil, spares, repairs and a breakdown service will be available. The address is The Palladium, Town Bridge, Weymouth.

READER'S CORNER.—*Instruction Book Wanted.*—R. P. A. (Nottingham): for an Indian Brave. *Experiences Wanted.*—J. A. (Liverpool): fitting an alternative power unit to a 1956 Raleigh Safety Seven three-wheeler. R. F. D. (Chesterfield): towing a holiday van with a sidecar outfit. G. K. M. (Lowdham): towing a caravan with a sidecar outfit.

REGULATIONS are available for the following events: The Perth Club's open scramble (July 27). Entries close July 19. Secretary is T. Nairn, Tweedside, Couper Angus, Perthshire.

The Chelmsford Club's Eastern Centre Championship Scramble (August 17). Entries close August 3. Secretary is W. H. Petts, 3, Ash Tree Close, Chelmsford, Essex.

The Watford and Bushey Club's South-Midland Centre Grass-track Championship (August 10). Entries close July 26. Secretary is H. E. Barrett, 11, Richings Way, Iver, Bucks.

The Dunfermline Club's open scramble (August 9). Entries close August 5. Secretary is Mrs. B. Chapman, Bankier, Backmuir, near Dunfermline, Fife.

SPORTS BRIEFS

Brave Experiment

A SOUTHERN CENTRE experiment was made last week when the South Newbury Club staged a Saturday scramble. The entry of over 100 was excellent, but spectators were very sparse, a result, possibly, of the rival attraction of Castle Combe and certainly of the poor weather. Prize money was in the region of £60, and at the end of the meeting the organizers announced a loss of some £50. Much of this loss, however, they attributed to having made no car-park charge (the only charges were 2s for adults and 1s for children, something which the unwelcome activities of the Lord's Day Observance Society would have prevented on a Sunday). Undaunted by its loss, the club is pressing on with plans for another Saturday scramble next month (August 9). It is interesting to note, too, that the Frome Valley Club is organizing a scramble at Lulworth on Wednesday, August 13. Last Saturday's meeting was dominated by the new scrambles star, Frank Underwood, who won every race in which he took part.

NEW ASSISTANT to John Theodosius, competitions manager of Mobil Oil Co., is Chris Temple, who has already started his duties. He takes the place of Bryan Hunt, who had resigned.

CANCELLED FIXTURES to have been held on Sunday are the Normandy Club's scramble at Pirbright and the Runcorn Club's trial. Another cancellation—for July 27—is the scramble to have been staged by the Birmingham Club.

LAST-MINUTE PERMISSION has been obtained by the Aberaman Club for use of the Aberdare Park circuit for a road-race meeting on August 23. Marian Pryse, secretary of the meeting, writes to say that regulations will be available just as soon as possible.

THE FIRST road-race meeting for motor cycles only at Charterhall Airfield, near Berwick on Tweed, will take place on Sunday, July 27. Previous Charterhall meetings have included events for cars. Among the entries are those of Bob McIntyre, Jimmy Buchan, Ken Patrick, Ted Young and Bob Robinson. Organization is by the Border Club and racing begins at 2.30 p.m.

FOURTH of the classic road races counting towards the world's championships, the German Grand Prix takes place on Sunday over the tortuous Nürburgring circuit high in the Eifel Mountains. Most of the famous stars will be taking part.

ONCE AGAIN the Sunbeam Club is to run a novice trial open to unattached riders as well as to clubmen in the South-Eastern Centre. The trial will take place on August 24 starting from Cross in Hand, East Sussex. Secretary is C. E. Sheppard, 58, Stonecot Hill, Sutton, Surrey. Entries close on August 9.

INDICATIONS ARE that the N.S.U. rally to be held at Beaulieu on July 26 and 27 will be an outstanding success. Accommodation has been reserved for 200 campers and preparations are being made to cater for a total of 2,000 rallyists. Beaulieu Abbey is situated on B3056 seven miles from Lyndhurst.

IF SUFFICIENT support is forthcoming, a sidecar race will be included in the Louth Club's Charity Grand National Scramble to be held on Sunday, September 28. Prize money ranging from first to sixth places will total £50. The well-known Cadwell Park cross-country circuit will be slightly modified to exclude the pond section and should give excellent racing with plenty of width for overtaking. Intending competitors are asked to write immediately to Charles Wilkinson, 140, Eastgate, Louth, Lincs, so that he can judge whether to budget for the race or not.

ALL THE RIDERS chosen to represent Great Britain in the Moto-Cross des Nations, most of the country's other famous stars and the Swedish riders Bengt Fischerstrom and Kaj Bounebusch are among the competitors who will take part in the Experts' Grand National. Organized by the Redditch Club, the meeting will be held on Saturday at Rollswood Farm, 2½ miles from Alcester on the Stratford on Avon road. Racing begins at 3 p.m. Admission charges are adults 2s 6d, children 1s. Parking costs 1s for a motor cycle, and 2s for a car.

Club News

ALPERTON AND WEMBLEY.—July 18: Table tennis (Swan, Sudbury, 8). 20: Coast run (Ace Café, 9) and support Bulldog road trial. **A.M.C.A.**—July 20: Support scramble (Brownhills, Staffs, 2.30). **Barry.**—July 22: Skittles (Colcot, 7.30). **Birmingham Lambretta.**—July 20: Wookey Hole (Old Square, 8.30). **Birmingham Scooter.**—July 20: Church Stretton (Hall of Memory, 10). **Bond Minicar** (East Anglia).—July 20: Gosfield Lake (H.Q., 2.30). (Leicester).—July 20: Wells next the Sea (Trocadero, 7.30). (Manchester).—July 20: Hoylake (Albert Square, 9.30). (West Middlesex).—July 20: Hampton Court (Kew Green). **British Two-Stroke.**—July 20: Littlestones (Ruxley Corner Café, Sidcup By-pass, 9).

Central Leeds.—July 20: Whitby (Westgate, 9). 23: Treasurer's Run (H.Q., 7.45). **Clydebank.**—July 20: Inverbeg (H.Q., 10.30). **Croydon.**—July 20: Camber Sands (Airport, 8.30).

Devonport.—July 18: Open night (H.Q., 8). 19: Working party and barbecue at scrambles course. 20: Scramble (Higher Quither Farm, Chillaton, near Tavistock, 3). **Dittons.**—July 17: Singing session (Anglers, Teddington, 8). 20: Support Normandy scramble (Hampton Court, 11).

East Acton.—July 20: Beaulieu museum. 23: Best-hand hunt (Duke of York, 8). **Eltham.**—July 20: Grass-track racing (Frinsted). 21: Committee meeting (2, Ritter Street, 8.30). 22: General committee meeting (2, Ritter Street, 8.30). 23: Natter night.

Falcon (Croydon).—July 20: Treasure hunt (Pond, 11). 21: Twenty questions (H.Q., 7.30). 22: Bring-and-buy sale (H.Q.). **Francis-Barnett.**—July 22: Discussion on road-trial practice (Greenford Community Centre, Oldfield Lane, 7.45). **Glasgow Speedway.**—July 20: Ballantrae (Paisley's Corner, 10.30). **Gloucester and Cotswold.**—July 20: Main-road trial (H.Q., 1.30). 22: Indoor trial (H.Q., 8). **Harrogate.**—Support Horsforth grass-track racing (Royalty Inn Field, Otley, 2).

Ilford.—July 22: Natter night (Dr. Johnson, 8). **Ilkeston.**—Support Moon Trophy Trial (Crewe and Harpur Hotel, Longnor, 11). **Jawa Owners.**—July 20: Hastings (Bromley town centre, 9.30).

Kings Norton.—July 18: Bring-and-buy sale (H.Q., 8). 20: Hinchwick Manor. **Kingston.**—July 20: Beaconsfield model village (Cattle Market, 1).

L.E. Velo (Essex).—July 19 and 20: Night mystery run (junction A127/A128, 8). 23: Evening run (Green Man, Herongate, 7). (Hampshire).—July 20: Run (King Alfred's statue, Winchester, 10.30). (Liverpool).—July 23: Discussion (38, Litherland Park, 7.30). (London).—July 18: Club night (Orange Tree, Totteridge, 8). 20: East Kent (Greyhound, Keston, 9.30). (Manchester).—July 20: Ingleborough Caves (Telephone House, York Street, 9). **Leatherhead.**—July 17: Club night. 19 and 20: Support National Rally. **Leavesden.**—July 21: Club night (Three Horseshoes, St. Albans Road, Garston, Watford, 8). **Leeds Bond Minicar.**—July 20: Waterways cruise (Leach's, 1.15). **London Douglas.**—July 20: Support McCormack Trial (Badgers Café, Badgers Mount, A21, 10). **London Scooter.**—July 20: Finchampstead (Blue Cockatoo, 9 and Henlys Corner, 9.30). **Loughborough.**—July 20: Grass-track racing (Allsopps' Lane, Empress Road, 2.30).

Manchester Lambretta.—July 20: Matlock Bath (Albert Square, 9.30). **Manchester Vagabond.**—July 20: Llangollen (Gateway Hotel, East Didsbury, 10). **Middlesbrough.**—July 20: Support Redcar scramble. **Mourne.**—July 17: Support grass-track racing (Newcastle, Co. Down, 7.30).

Norwest Sidecar.—July 20: Southport (Oldham Market Place, 10). **Norwich Sidecar.**—July 20: Gorleston (Shirehall, 11.30) **Norwood.**—July 20: Maidenhead (What 'O, 10). 21: Committee meeting (H.Q., 7.30). **Nottingham Tornado.**—July 20: Support Moon Trophy Trial (Bobbers Mill, 10). 23: Club night (Beech Dale Hotel). **N.S.U. Werks.**—July 18: Club night (Chiswick Club, 11-13, Chiswick High Road, London, W.4).

Panther Owners.—July 20: South Lancing (Chelsea Bridge, 8.30). 23: Club night. **Pendennis.**—July 18: Club night (Globe Hotel, Penryn). **Plymouth Touring.**—July 17: Games at Yelverton Rock, then H.Q. (9). **Prima Eagles.**—July 21: Club night (Kings Head, Church Street, London, E.15, 7.30). **Quickly.**—July 18: Club night (Crown and Sugar Loaf, Garlick Hill, London, E.C.4, 7.30).

Reading All-scooter.—July 22: Club night (River Club, Lodden Bridge, 8). **Ringwood.**—July 17: Gymkhana (Verwood, 7.30). 21: Slides show (Burley, 8). **Rochester, Chatham.**—July 18: Committee meeting (Three Crutches, 7.45). 20: Sevenoaks Club's invitation event (Brands Hatch, 11). **Rookery.**—Secretary: Adrian R. Sellars, The Clock, St. Peter's Street, St. Albans, Herts. **Rotherham.**—July 20: Grass-track racing (Listerdale, 2.30). **Royal Enfield Owners.**—July 18: Battersea Pleasure Gardens (H.Q., 7.30). 20: Support National Rally. **Rudge Enthusiasts.**—July 20: Meeting (Hoop and Grapes, 7.30).

Saints.—July 17: Club night (26, Great Peter Street, 8). **Scott Owners.**—July 18: Club night (Robin Hood, Epping Forest). **Somerton.**—July 20: Weston and Burnham (Red Lion, 11). 22: Natter night (Red Lion, 8). **South Harrow.**—July 20: Secretary's Run. **South Liverpool.**—July 20: Matlock Bath (H.Q., 10). **South Yorkshire Sidecar.**—July 20: Dudley Zoo (Barnsley Town Hall or Doncaster Race Course, 9). **Streatham.**—July 21: Housey-housey (Redifon). **Surrey Sidecar.**—July 20: Children's party run (Epsom Clock Tower, 2).

Tenterden.—July 22: Committee meeting and club night (Eight Bells, 7 and 8). **Totton.**—Regulations are available for the August 4 grass-track meeting from V. T. Surplice, 62, Ringwood Road, Totton, Southampton. **Trade Winds.**—July 20: Swanage (H.Q., 7). 23: Club night (King's Head, Lower Edmonton). **Triumph Owners** (Bedford).—July 17: Bring-and-buy sale (H.Q., 8). (Epping Forest).—July 20: Dovercourt (Wake Arms, 10). 22: Quiz (H.Q., 7.30). (North Wales and Merseyside).—July 18: Natter night (H.Q., 8). 20: Secretary's Run (H.Q., 11). (Portsmouth).—July 17: Club night (H.Q., 7.30). 20: Bournemouth (Harbour Lights, 10.30). (Southampton).—July 20: Inkpen Beacon (Bassett roundabout, 1.45). 21: Beetle drive. **Triumph Owners of North West Kent.**—July 20: Scramble (H.Q., 9). 22: Scrutineers' evening (H.Q., 8).

Vagabonds.—July 18: Camping weekend (Highway Café, 7.30). 21: Club night (Bull's Head, Turnford). **Velocette Owners** (London).—July 20: Run (Stevens, Goldhawk Road, 8.45). **Vincent H.R.D. Owners** (Cambridge).—July 17: Club night (Trinity Foot). (Coventry).—July 18: Club night (Phantom Coach). (Derby).—July 17: Club night (Osmaston Park Hotel). (Essex).—July 18: Club night (White Hart Hotel, Chelmsford). (North London).—July 22: Club night (The George, Holmes Road, Kentish Town). (Oxford).—July 18: Club night (Bear and Ragged Staff, Cumnor). (Wales).—July 20: Long Leat House (Newport Cenotaph, 8.30). (West London).—July 21: Club night (Ickenham Community Centre).

Watling Association.—July 20: Support Mid-Bucks scramble or Bulldog trial (Queen of Hearts, 9.30). **West Ealing.**—July 20: Highcliffe (Hanwell Clock, solos 7, sidecars 8). **West Essex.**—July 20: Ely (Dick Turpin's Cave, 9). 21: Club night (High Beech village hall, 8). **West Herts.**—Support Bulldog trial. **West London.**—July 17: Club night (H.Q., 8). 20: Support Normandy scramble (Better 'Ole, 10). **West Middlesex Amateur.**—July 19: Support Experts' Grand National (Hunton Bridge, 8). 20: President's Run (Ham Common, 8.45). 21: Committee meeting (12, Napier Road, Wembley, 7.45). **Weybridge.**—July 20: Support Normandy scramble (Woking cross-roads, 11). **Wickham.**—July 18: Open-air night (Shirley Hills car park, 8). 20: Coach trip to Eastbourne. **Wood Green.**—July 20: Camber Sands (Alexandra Palace, 8.30). **Woolwich.**—July 17: Darts and cards (H.Q., 8). **Wrecsbo.**—July 18: Club night (Nag's Head, 8). **Yeo Vale.**—July 17: Social evening (H.Q., 8).

THE CLUBMAN

IMPORTANT EVENTS

Thursday, July 17.—Cornwall: Scramble, Trenithe, Launceston, 6 p.m. **Denbighshire:** Trial, Smithfield Garage, Denbigh, 6.30 p.m.

Saturday, July 19.—Experts' Grand National, Rollswood Farm, near Alcester, 3 p.m. **Cornwall:** Scramble, Larkhills, St. Cleer, Liskeard, 6 p.m. **Cambridgeshire:** Grass-track racing, football field, Sutton, near Ely, 6 p.m. **Glamorganshire:** Scramble, Pop Hill, Dinas Powis Road (A4055), Barry, 4 p.m.

Saturday, July 19 and Sunday, July 20.—A.C.U. National Rally: final control at Weymouth, Dorset, open from 8.30 to 10 a.m.

Sunday, July 20.—German Grand Prix, Nürburgring. **Dumfries:** Fourth leg of Scottish Scrambles Championships, Porterbelly, near Kirkgunzeon on the Dalbeattie-Dumfries road, 2 p.m. **Devon:** Chillaton Scramble, Higher Quither Farm, Chillaton, Tavistock, 3 p.m. **Denbighshire:** Scramble, Eyton, Gyrelia, off the Johnstown-Bangor road near Wrexham, 1.30 p.m. **Nottinghamshire:** Blacknell Main-road Trial, London Road car park, Newark, 11 a.m. **Buckinghamshire:** Parminter Cup Scramble, Muswell Hill Farm, Brill, 2 p.m. **Hampshire:** Scramble, Seven Dales, Brockham Hill, Alton, 1.15 p.m. **Somerset:** Yarley Scramble, Knowle Hill, Wookey, near Wells, 2 p.m. **Essex:** Grass-track racing, Skinner's Farm, Stapleford Tawney, near Romford, 1.30 p.m. **Somerset:** Blindmoor Scramble, Blindmoor Farm, Buckland St. Mary, near Chard, 3 p.m. **Durham:** Grass-track racing, Woodham North Farm, Rushyford, three miles from Ferryhill, 2.30 p.m. **Essex:** Midsummer Scramble, Friday Woods, Berechurch, Colchester, 2 p.m. **Derbyshire:** Moon Trophy Trial, Crewe and Harpur Hotel, Longnor, near Buxton, 11 a.m. **Lancashire:** N.W. Centre Rally, Show Ground, Great Harwood, 1 p.m. **Worcestershire:** Grass-track racing, Ham Dean Farm, Pinvin, near Pershore, 2.30 p.m. **Dorset:** National Rally Scramble, Lyscombe Farm, on the Piddletrenthide-Cheselbourne road, near Dorchester, 2.30 p.m. **Kent:** Grass-track racing, Valley Grass-track, Frinstead, near Maidstone, 1 p.m. **Wiltshire:** Grass-track racing, Willoughby Hedge, near Mere, 2 p.m. **Northampton:** National Vespa Rally, Midsummer Meadow, 10 a.m. **Perthshire:** Vintage Run, Rose Terrace, by the North Inch, Perth, 2 p.m. **Suffolk:** Moto-ball, Nacton Airport, Ipswich, 2.30 p.m. **Yorkshire:** Scramble, Slapewath, near Fox and Hounds Hotel on the Guisborough-Whitby road, 2.30 p.m.

Thursday, July 24.—Jersey: National hill-climb, Bouley Bay, 2.30 p.m.

Saturday, July 26.—Cornwall: Scramble, The Kennels, Madron, Penzance, 6 p.m. **Eire:** Grass-track racing, Butlin's Holiday Camp, Mosney, Co. Meath, 3.15 p.m. **Wiltshire:** Night navigation trial, Bricknorth filling station, Salisbury-Southampton road, six miles from Salisbury, 8 p.m.

Saturday, July 26 and Sunday, July 27.—Swedish Grand Prix, Hedemora. **Hampshire:** N.S.U. National Rally, Beaulieu.

Sunday, July 27.—Moto-Cross Grand Prix of Holland, St. Anthonis circuit. **Berwickshire:** Road races, Charterhall Airfield, 2.30 p.m. **Yorkshire:** Old Timers' Rally, Ferensway, Hull, 11.30 a.m. **Derbyshire:** Scramble, Clifton, near Ashbourne, 2 p.m. **Perthshire:** Scramble, Tulliebardine Moor, Auchterarder, 2 p.m. **Kent:** Second round of Kent Rally, Wrotham Heath area, 11 a.m. **Herefordshire:** July Scramble, Great Howle Farm, Howle Hill, four miles from Ross on Wye, 2.30 p.m. **Staffordshire:** Scramble, Holehouse Farm, Endon, near Leek, 2 p.m. **Kent:** Grass-track racing, Wrinstead Court, Doddington, near Sittingbourne, 2.30 p.m. **Somerset:** Quantock Scramble, Broomsfield, near Bridgwater, 3 p.m. **Devonshire:** Scramble, Morleigh Parks, Halwell, near Kingsbridge, 3 p.m. **Kent:** Scramble, Canada Heights, Button St., Swanley, 1 p.m. **Essex:** Grass-track racing, Montpeliers Farm, Writtle, near Chelmsford, 2 p.m.

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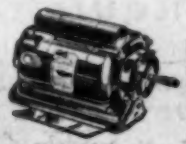

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BOLTON	122, Moor Lane
LEIGH	Market Buildings
NORWICH	2, Sprowston Road

We've tried it, it's beautiful, it's breathtaking; it's outstanding, it's amazing; in fact we can't think of enough superlatives. We've placed huge orders so our customers won't have to wait long—it's going to sell in thousands. Be one of the first and

PLACE YOUR ORDER NOW with your nearest KING'S BRANCH

Fill in this coupon NOW and send it to:
KING'S NEW ROAD, OXFORD, or
770, CHESTER ROAD, STRETFORD, MANCHESTER.

I'm thinking of buying a.....
Please send me list and all the gen for a deal to save me £££'s and give real satisfaction.

NAME .....

ADDRESS.....

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..... B/17/7

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THE MOTOR CYCLE

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ADLER

COMERFORDS for Adler; 1,000 machines in stock. —Portsmouth Rd., Thames Ditton, Surrey. Emb. 5531. [C1006

A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1225. [0117/R

G. P. BALHAM, Ltd., offers:—

1955 A.J.S. 500 twin, genuine low mileage, immaculate bargain; £185.
2B 2C and 15T, Balham Hill, S.W.12. Battersea 1107 (ext. 4). [C1091

1957 A.J.S. 350cc, 4,000 miles, showroom condition. Craven panniers; £170.—Box 7272. [S154

A.J.S. 350cc, brand new 1957 model; £210; terms, exchanges.—Edwards (Motors), Ltd., Taunton 2943. [C1078

SLOCOMBES OF NEASDEN!!! for your new 1958 A.J.S., always a good selection of guaranteed used models.

SLOCOMBES.—1955 A.J.S. 18S 500cc ohv, swinging arm and Watsonian Avon sports, in black, perfect condition; £209/10.

SLOCOMBES.—1955 A.J.S. model 20 500cc twin, swinging arm, black and chrome, excellent; £169/10; immediate ride away h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. [C1115

WHITE & MARTIN for your new A.J.S.; part exchanges; h.p.—18 Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R

BOB KEELER, Ltd., offer all A.J.S. models for immediate delivery; top prices for part exchanges. —125-131, Ealing Rd., Wembley 2150. [0194/R

PUTNEY AUTOS for your new A.J.S.; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186 [C1158/R

COMERFORDS for A.J.S., new and second-hand; 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006

WHITBYS OF ACTON.—New models in stock, exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R

A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

COMERFORDS require good A.J.S. machines for cash; send details or call.—Thames Ditton. [W1006

CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares. C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham 1373. [0171

CLAUDE RYE, Ltd., A.J.S. specialists.—Spares: 895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [S1163

HOE STREET GARAGE, Ltd.—Genuine A.J.S. spares; c'mer, c.o.d. trade.—414, Hoe St., W'stow E.17. Tel. Cop. 1710. [0272

GUS KUHN.—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0135/R

KAYS OF EALING, Ltd., A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2587. [S1075/R

C.O.D. and service units. £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895 and 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3202-5. [S1162/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6987 [S1158/R

1500 TAX FREE BARGAINS

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● INSURANCE INCLUDED IN TERMS ●

Here's the largest and most comprehensive selection of used guaranteed bargains in Great Britain—Mopeds—Scooters—Lightweights—Singles and Multis—Solos and Combinations. We have them all at prices to suit every pocket.

Ownership is made easy by our famous PAY AS YOU RIDEPLAN 3rd Party, Fire and Theft Insurance ONLY required.

Exchanges—We willingly accept any make or Model and what is more if the allowance exceeds the deposit required we refund the difference in cash.

Every machine marked clearly with its price.

Study this small selection from our huge stocks then call and index for yourself.

★ MORE TO SEE ★

SOLOS	Cash Price
R.S.A., '52, 650 c.c. O.H.V. Golden Flash, springer	£109 10
Triumph, '52, 500 c.c. O.H.V. Tiger 100 Twin, spr. hub	£109 10
Triumph, '53, 500 c.c. O.H.V. Speed Twin, spr. hub	£109 10
R.S.A., '56, 250 c.c. O.H.V. C.12 de luxe, d.st., s/arm	£109 10
F. Barnett, 197 c.c. Villiers Trials Model, s/arm	£109 10
Ariel, '57, 200 c.c. O.H.V. Mod. LH Colt, springer, d/st	£109 10
R.S.A., '54, 350 c.c. O.H.V. Mod. B.31 de luxe, spr., d/st	£109 10
Sunbeam, '53, 500 c.c. O.H.C. S.8 Twin spr., d/seat	£109 10
Triumph, '57, 200 c.c. O.H.V. Tiger Cub, d/sea, s/arm	£109 10
James, '57, 225 c.c. Colonel de luxe, s/arm, d/seat	£109 10
R.S.A., '53, 500 c.c. O.H.V. A.7 de luxe Twin, d/st., s/arm	£109 10
T.W.I., '57, 197 c.c. Comet de luxe, elec. starter	£109 10
Matchless, '53, 500 c.c. O.H.V. Mod. G.9 Twin, d/st., s/a	£119 10
Triumph, '54, 500 c.c. O.H.V. Speed Tw., spr. hub	£119 10
R.S.A., '55, 350 c.c. O.H.V. Mod. B.31, de luxe, d/st, s/a.	£119 10

★ LESS TO PAY ★

Triumph, '53, 650 c.c. O.H.V. Th'bird, sprung hub	£119 10
Douglas, '56, 350 c.c. O.H.V. Dragonfly Twin, s/arm	£119 10
Velocette, '54, 350 c.c. O.H.V. Mod. MAC, d/seat, s/arm	£119 10
Ariel, '52, 500 c.c. S.V., Model VB de luxe, s/arm spr.	£119 10
R.S.A., '53, 650 c.c. O.H.V. Golden Flash, springer	£119 10
Excelsior, '57, 250 c.c. Talisman Twin, s/arm	£119 10
Zundapp, '57, 200 c.c. Model 200, 8, s/arm, d/seat	£119 10
Matchless, '54, 350 c.c. O.H.V. Mod. G.3LS, s/arm	£129 10
R. Enfield, '55, 700 c.c. O.H.V. Meteor Twin, sw/arm	£129 10
A.J.S., '54, 350 c.c. O.H.V. Mod. 16MS, s/arm springer	£129 10
James, '57, 250 c.c. Commodore de luxe, s/arm, d/seat	£129 10
Velocette, '55, 350 c.c. O.H.V. Mod. MAC, s/arm, d/seat	£129 10
Ariel, '55, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	£129 10
F. Barnett, '57, 250 c.c. Villiers de luxe, s/arm	£129 10
Triumph, '53, 500 c.c. O.H.V. Tiger 100 Tw., spr hub	£129 10
Douglas, '57, 350 c.c. O.H.V. Dragonfly Tw., s/a., d/st	£129 10
R.S.A., '54, 500 c.c. O.H.V. A.7 de luxe Twin, springer	£129 10
R.S.A., '54, 650 c.c. O.H.V. G. Flash, springer, d/seat	£139 10
Ariel, '55, 500 c.c. O.H.V. R. Hunter Twin, s/arm	£139 10
Triumph, '54, 650 c.c. O.H.V. Th'bird, sprung hub	£139 10
Matchless, '55, 500 c.c. O.H.V. Mod. G.80S, s/arm	£139 10

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A.J.S. SPARE PARTS

O'NEILL BROS., Ltd.—All post-war spares in stock, also Burman, Amal, Lucas; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 6629. [S1179

GODFREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro. 3641-5; 206-210, Ok. Portland St., W.1. Pus. 4652-4; 418, Romford Rd., Forest Gate, E.7. Gra. 1254-5; 220, Barking Rd., E. Ham. Gra. 8098; 94-96, High Rd., Tottenham. Sta. 5856. [S1052/R

AMBASSADOR

AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Row 3153-5. [0098/R

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. [C1052/R

GIFFS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—568, Northolt Rd., Byron 2464. [C1053/R

IMMEDIATE delivery of Ambassadors.—P. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Tho. 4987. [C1165/R

MEETEN'S, Shannon Corner, New Malden. Tel. 3110 for immediate delivery of your new Ambassador. Villiers service. [C1205

1954 Ambassador 197cc, good tyres, unused brake linings, good condition; £50.—Hampstead 3053, evenings. [S156

COMERFORDS for Ambassador, new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006

CLAUDE RYE, Ltd., for your 1958 Ambassador, all models in stock, immediate h.p., ride away in 10 mins.—895-921, Fulham Rd., Fulham. Ren. 6174. [C1105/R

PANKHURST OF HAMMERSMITH.—Delivery within the hour of any model; h.p. terms, 100% after-sales service.—314, King St., W.6. Tel. Riverside 1401. Open to 8 p.m. every week-day. [C1156

ARIEL

AWHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery, h.p.; exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

ROWLAND SMITH'S for Ariel

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

115 gns.—Ariel 4 1951, springer combination, choice of 2.

105 gns.—Ariel July 1957, 197cc ohv springer, dual seat, almost new.

49 gns.—Ariel 1949, 497cc ohv combination, Watsonian coupe; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1957 Ariel 350 R.H., as new, £149.

1957 Ariel Huntmaster 650 twin and Watsonian Ascot sidecar, sprung chassis, brake, screen. 5,660 miles only; £279.

1957 Ariel Huntmster 650 twin and Watsonian child/adult sidecar, 5,056 miles only; £279.

1956 Ariel Huntmaster 650 twin and Rankin child/adult sidecar, 9,860 miles only; £229.—Brixton 6555. Terms and exchanges. [C1132

ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 525 [0362/R

HARRY NASH.—All new 1958 models in stock; last few reductions off new 1957 models.

H.—Any exchange, third down, 24 months h.p. service.—591, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

1957 Square Four, 4,825 miles, many extras, unlicensed; £245.—Churchill, Sunhill, Mayford, Woking, Surrey. [S162

SALES & WANTS
Turn to page 61 for Advertisement Form

PRIDE & CLARKE 1500 TAX FREE BARGAINS

Continued from previous column

INSURANCE INCLUDED IN TERMS

	Cash Price
B.S.A., '56, 350 c.c. O.H.V. Model B.31 de luxe, s/arm	£130 10
Matchless, '55, 350 c.c. O.H.V. Model G.3LS, s/arm	£130 10
Norton, '54, 500 c.c. O.H.V. Dominator 88, s/arm, d/seat	£140 10
A.J.S., '55, 500 c.c. O.H.V. Mod. 18S, s/arm springer	£140 10
Triumph, '55, 500 c.c. O.H.V. Speed Twin, s/arm, d/seat	£140 10
A.J.S., '54, 500 c.c. O.H.V. Mod. 20 Twin, s/arm, d/seat	£140 10
B.S.A., '54, 650 c.c. O.H.V. G. Flash, s/arm, d/seat	£140 10
Ariel, '56, 350 c.c. O.H.V. R. Hunter, s/arm, d/seat	£140 10
Moto-Guzzi, '57, 173 c.c. Sports, d/seat, s/arm	£149 10
Ariel, '56, 500 c.c. O.H.V. R. Hunter, d/seat, s/arm	£149 10
F. Burnett, '58, 250 c.c. de luxe, s/arm, d/seat	£155 10
Triumph, '54, 650 c.c. O.H.V. Tiger 110 Twin, d/seat, s/a	£150 10
Triumph, '54, 500 c.c. O.H.V. Tiger 100 Tw., s/a., d/seat	£150 10
B.S.A., '55, 500 c.c. O.H.V. A.7 de luxe Twin, d/seat, s/a	£150 10
A.J.S., '55, 500 c.c. O.H.V. Model 20 Twin, s/arm spr.	£150 10
Triumph, '55, 650 c.c. O.H.V. Thunderbird, d/st., s/arm	£150 10
B.S.A., '55, 650 c.c. O.H.V. G. Flash, s/arm, d/seat	£150 10
Norton, '56, 350 c.c. O.H.V. Model 50, s/arm, d/seat	£150 10
Matchless, '54, 500 c.c. O.H.V. Mod. G.9 Twin, s/arm	£150 10
Ariel, '56, 500 c.c. O.H.V. Hunter Tw., d/st., s/arm	£150 10
Velocette, '57, 350 c.c. O.H.V. Mod. MAC, s/arm, d/seat	£150 10
Maserati, '57, 250 c.c. Super Sports, s/arm, d/seat	£160 10
Panther, '57, 600 c.c. O.H.V. Mod. 100, s/arm springer	£160 10

★ **LARGEST SELECTION** ★

Matchless, '55, 500 c.c. O.H.V. Mod. G.9 Twin, s/arm	£160 10
Triumph, '55, 500 c.c. O.H.V. Tiger 100 Tw., s/a., d/st	£160 10
Ariel, '57, 350 c.c. O.H.V. R. Hunter, s/arm, d/seat	£160 10
Velocette, '57 500 c.c. O.H.V. Venom, s/arm, d/seat	£160 10
Triumph, '55, 650 c.c. O.H.V. Tiger 110, s/arm, d/seat	£160 10
A.J.S., '57, 350 c.c. O.H.V. Mod. 16 MS, s/arm, d/seat	£160 10
Adler, '56, 250 c.c. de luxe Twin, springer, self starter	£160 10
Norton, '57, 350 c.c. O.H.V. Model 50, s/arm, d/seat	£160 10
Triumph, '56, 650 c.c. O.H.V. Thunderbird, s/arm, d/st	£170 10
R. Enfield, '57, 500 c.c. O.H.V. de luxe Twin, s/arm, d/st	£170 10
Matchless, '57, 350 c.c. O.H.V. Mod. G.3LS, s/arm	£170 10
B.S.A., '57, 500 c.c. O.H.V. A.7 de luxe Twin, s/arm, d/st	£180 10
Ariel '56, 650 c.c. O.H.V. Huntmaster Tw., s/a., d/seat	£180 10
B.S.A., '56, 650 c.c. O.H.V. Golden Flash, s/arm, d/seat	£180 10
B.S.A., '57, 650 c.c. O.H.V. Golden Flash, s/arm, d/seat	£190 10
B.S.A.,'56, 500 c.c. O.H.V. Model 20 Twin, swing arm	£190 10
Triumph, '57, 350 c.c. O.H.V. Mod. 21 Twin, spr., as new	£200 10
Matchless, '57, 500 c.c. O.H.V. Mod. G.11 Twin, s/a., d/st	£219 10
Triumph, '57, 650 c.c. O.H.V. Th'bird, s/arm, d/seat	£219 10

★ **EASIEST TERMS** ★

Matchless, '57, 500 c.c. O.H.V. Mod. G.9 Twin, s/a., d/st	£219 10
Triumph, '57, 650 c.c. O.H.V. T.110 Twin, s/arm, d/st	£229 10
Norton, '57, 500 c.c. O.H.V. Dominator 99, s/arm, d/st	£229 10
Triumph, '57, 500 c.c. O.H.V. Tiger 100C Tw. carbs., s/a	£229 10
B.S.A., '58, 650 c.c. O.H.V. G. Flash, s/arm, d/seat	£239 10
Ariel, '57, 1,000 c.c. O.H.V. Square 4 Mk. 2 spr., d/seat	£249 10

SPECIAL BARGAINS
(Available to Callers only)

	Cash Price
Excelsior, '54, 98 c.c. Villiers 2-speed Consort	£25 10
Bown, '52, 99 c.c. Villiers 2-speed de luxe	£35 10
Sun, '55, 98 c.c. Villiers 2-speed de luxe	£39 10
B.S.A., '52, 125 c.c. Model D.1 Bantam, teles.	£39 10
B.S.A., '49, 500 c.c. S.V. Model M.20, teles.	£39 10
Ariel, '46, 1,000 c.c. O.H.V. Square 4, teles.	£49 10
Matchless, '49, 350 c.c. O.H.V. Model G.3L, teles.	£49 10
Triumph, '46, 500 c.c. O.H.V. Speed Twin, teles.	£49 10
A.J.S., '48, 350 c.c. O.H.V. Model 16M teles.	£49 10

★ **LOWEST PRICES** ★

Triumph, '47, 500 c.c. O.H.V. Speed Twin, teles.	£49 10
Velocette, '48, 350 c.c. O.H.V. Model MAC, teles.	£49 10
Sun, '53, 197 c.c. Villiers de Luxe Hornet, teles.	£49 10
B.S.A., '54, 125 c.c. Model D.1 Bantam, springer	£49 10
B.S.A., '54, 150 c.c. Model D.3 Bantam Major, springer	£49 10
Indian, '56, 250 c.c. S.V. Brave, s/arm, d/seat	£55 10
B.S.A., '55, 125 c.c. D.1 Model Bantam, springer, d/seat	£59 10
Velocette, '52, 350 c.c. O.H.V. Mod. MAC, teles.	£59 10
B.S.A., '50, 350 c.c. O.H.V. B.31 de luxe, springer	£59 10
B.S.A., '49, 500 c.c. O.H.V. A.7 de luxe Twin, teles.	£59 10
B.S.A., '55, 150 c.c. Mod. D.3 Bantam Major springer	£59 10
Velocette, '54, 200 c.c. LE water cooled Twin, springer	£59 10
Excelsior, '54, 250 c.c. Talisman Twin, s/arm, d/seat	£69 10
James, '54, 197 c.c. Villiers Captain de luxe, springer	£69 10
R. Enfield, '54, 350 c.c. O.H.V. Model G, teles.	£69 10
Excelsior, '55, 150 c.c. de luxe, springer	£69 10
Ariel, '54 500 c.c. O.H.V. Colt springer d/seat	£69 10
James, '57, 98 c.c. Villiers Comet de luxe, springer	£69 10
Ariel, '56, 500 c.c. O.H.V. KG de luxe Twin, springer	£69 10
Norton, '52, 500 c.c. O.H.V. Model 30S, springer, d/seat	£69 10
F. Burnett, '54, 197 c.c. Villiers de luxe, s/arm, d/seat	£69 10

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PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON, SW9
Phone: BRI. 6251 · Grams: PRICLARKE, LONDON

ARIEL

HAYEN, Ltd., main agents; part exchanges, terms; service and repairs.—162, High Rd., Ilford 0761. [0540

NICK LANCASTER for all Ariels, including Square Four stocks.—53, Whitegate Drive, Blackpool 24720. [0148

COMERFORDS for Ariels, new and second-hand; send for lists.—Thames Ditton. Emb. 5531 (6 lines). [C1006

SLOCOMBES OF NEASDEN!!! for your new 1958 Ariel, always a good selection of guaranteed used models.

SLOCOMBES.—1957 Ariel Huntmaster 650cc twin, swinging arm, fitted Noxal Airflow Sports, with spring and brake wheel, claret and green, immaculate; £279/10.

SLOCOMBES.—1956-7 Ariel 1000cc 4-cyl. Mark II, with Avon sports, spring and brake wheel, in matching claret; £299/10.

SLOCOMBES.—1958 Ariel 1000cc 4-cyl., black and chrome, 857 miles only, unmarked; £298/10; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. [C1115

£150—Ariel 1954 600 comb., 3 brakes, beautifully kept, would part exchange for modern light van.—25, St. Thomas Way, Fulham. [8176

RENNO'S.—Ariels for supreme value. Latest brand new models for immediate delivery, lowest possible deposits, 12-18-24 mths. self-financed terms.

RENNO'S.—Choice of 20 secondhand Ariels, solo & combinations from 50gns; to see is to buy.—325-3-4, Upper St., London, N.1. Can. 2021. 217, Hornsey Rd., London, N.7. Arc. 5382. [C1104

PUTNEY AUTOS for your new Ariel; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1166. [C1138/R

ARIEL WANTED

ROWLAND SMITH'S, the Ariel buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Ariel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ARIEL SPARE PARTS

S. A. COLES, Ltd., for large stock of post-war Ariel spares.—364-368, High Rd., Leyton, E.10. Ley 7171. [S1017/R

WRITERS, Ltd., the largest Ariel spares stockists. Kennington Cross, London, S.E.11. Reliance 1562. [G245/R

WHITBYS OF ACTON.—All Ariel, Burman, Amal spares.—203, Acton Vale, London, W.3. Sho. 6783. [S1128/R

O'NEILL BROS. Ltd.—All post-war spares in stock also Burman, Amal, Lucas, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179

RAPID.—Genuine spares for all models, including gear box and Lucas; prompt c.o.d.—269, Haydons Rd., Wimbledon. Cherrywood 3202-3. [S1162/R

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models.—635-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

HARWOODS OF RICHMOND.—100% Arie spares stockists.—14, 16, 18, Kew Foo Rd., Richmond. Ric. 2045. [S1050/R

CLAUDE RYE, Ltd., Ariel specialists.—Comprehensive range; immediate c.o.d.—695-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/1/R

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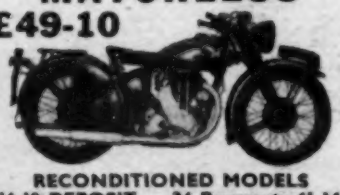

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B.S.A., 1952, D1, 125 c.c., a/f, l/shields, tidy m/c	£49
F.-BARNETT, Falcon, 197, 1954, a/a, d/a p/r	£79
JAMES, 1955, Cadet, 150 c.c., a/f, d/a, good cond.	£75
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R. ENFIELD, 1950, Bullet, 350 o.h.v., a/a, p/r	£99
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A.J.S., 1955, 18S, 500 o.h.v., a/a, d/a, p/r, ex. con.	£149
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PANTHER, 1957, 10/4, 200 c.c., a/a, d/a, p/r smart	£109
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B.S.A., 1951, C10, 250 s.v., teles., d/a screen	£39
TRIUMPH, 1956, 5T, 500 twin, a/a, d/a, v. smart	£189
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NSU, 1958, 5 Star Prima, 175 c.c., elec. str., as new	£219
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A.J.S., '53, 350 o.h.v. 16MS, S/A, d/st., teles...	£119 10	£107 10
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ARIEL, '52, 1,000 o.h.v. Sq. 4, spr., d/st.	£119 10	£95 10
ARIEL, '55, 350 o.h.v. NG, S/A, carrier	£129 10	£115 10
ARIEL, '55, 500 o.h.v. KH Twin, S/A, d/st...	£139 10	£126 10
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B.S.A., '47, 350 o.h.v. B31, d/st.	£65 10	£60 10
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B.S.A., '55, 350 s.v., spr. w/scr., panns.	£69 10	£65 10
B.S.A., '50, 350 o.h.v. B31, plls.	£75 10	£69 10
B.S.A., '51, 500 o.h.v. B34, spr., carrier	£79 10	£75 10
B.S.A., '57, 250 s.v. C10L, spr., panns.	£85 10	£79 10
B.S.A., '53, 350 o.h.v. B31, spr., d/st. Nice..	£99 10	£95 10
B.S.A., '52, 350 o.h.v. Gold Star, spr., d/st. ..	£99 10	£95 10
B.S.A., '54, 350 o.h.v. B31, S/A	£115 10	£99 10
B.S.A., '53, 650 o.h.v., spr., d/st., crash bars..	£125 10	£110 10
B.S.A., '56, 500 o.h.v. B33, spr.	£140 10	£126 10
B.S.A., '54, 500 o.h.v. A7 twin spr.	£149 10	£130 10
B.S.A., '54, 650 o.h.v. A10 G/Flash, S/A	£149 10	£146 10
B.S.A., '57, 350 o.h.v. S/A, d/st.	£179 10	£165 10
B.S.A., '56, 650 o.h.v. A10, carrier, S/A	£185 10	£179 10
B.S.A., '57, 650 o.h.v. A10 S/A. Beautiful..	£200 10	£195 10
B.S.A., '57/58, 650 o.h.v. Rd. Rocket. £30 extras	£[illegible] 10	£[illegible] 10
B.S.A., '58, 650 o.h.v. A10 Road Rocket	£239 10	£[illegible] 10
DOT, '54, 197 Trials, S/A, d/st., overhauled...	£75 10	£69 10
DOUGLAS, '49, 350 o.h.v. T35 Twin	£39 10	£35 10
DOUGLAS, '51, 350 o.h.v. S/A	£59 10	£50 10
DOUGLAS, '54, 350 o.h.v. Mk. V	£89 10	£79 10
DOUGLAS, '57, 350 o.h.v. Dragonfly, d/st. ..	£119 10	£109 10
ENFIELD, '46, 350 o.h.v. Mod. G	£39 10	£35 10
ENFIELD, '50, 350 o.h.v., d/st. teles. lgn...	£49 10	£45 10
ENFIELD, '54, 350 o.h.v. Bullet, S/A, d/st. ..	£99 10	£85 10
ENFIELD, '53/54, 700 o.h.v. Meteor Twin	£115 10	£105 10
ENFIELD, '55, 350 o.h.v. Bullet, S/A, d/st..	£125 10	£109 10
EXCELSIOR, '52, 250, spr., d/st., pann. frames	£49 10	£45 10
EXCELSIOR, '54/55, 197 Roadmaster, spr.,..	£69 10	£60 10
FRANCIS-BARNETT, '53, 197 Falcon 58, spr.	£55 10	£49 10
FRANCIS-BARNETT, '54, 197 Falcon, S/A...	£69 10	£60 10
FRANCIS-BARNETT, '57, 150 Plover, d/st...	£89 10	£79 10
FRANCIS-BARNETT, '55, 197, S/A, d/st.....	£85 10	£70 10
FRANCIS-BARNETT, '56, 197, S/A, d/st.....	£89 10	£80 10
H.J.H., '56, 197 Trials, S/A, d/st.	£85 10	£78 10
INDIAN, '54, 250 Brave	£69 10	£60 10
INDIAN, '57, 250 s.v. Brave, S/A, d/st.	£79 10	£69 10
INDIAN, '55, 250 Brave, S/A, d/st.	£69 10	£65 10
JAMES, '55, 197 Captain, spr., de luxe	£59 10	£55 10
JAMES, '55/56, 197 Captain. Good condition	£79 10	£76 10
JAMES, '56, 197 Captain S/A, d/st., legshields	£89 10	£85 10
MATCHLESS, '49, 350 o.h.v., ex-W.D. model	£40 10	£36 10
MATCHLESS, '50, 500 o.h.v. Mod. G9	£99 10	£96 10
MATCHLESS, '54, 350 o.h.v. G3L, S/A, d/st...	£99 10	£95 10
MATCHLESS, '54, 500 o.h.v., S/A, d/st., crashbars	£120 10	£115 0
MATCHLESS, '55, 500 o.h.v., Lubishields, d/st...	£130 10	£125 0
MATCHLESS, '55, 500 o.h.v. G80S, S/A, d/st.	£139 10	£135 10
MATCHLESS, '56, 350 o.h.v., S/A, d/st.	£169 10	£150 10
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NORTON, '49, 600 s.v., teles., pillion	£49 10	£45 10
NORTON, '53, 500 o.h.v. Mod. 7..........	£129 10	£119 10
NORTON, '54, 500 o.h.v., d/st. Avon Fairing	£149 10	£130 10
NORTON, '56, 500 o.h.v. Dominator 88, S/A.	£195 10	£179 10
NORTON, '57, 600 o.h.v. Dom., S/A	£219 10	£196 10
PANTHER, '49, 250 o.h.v. Mod. 65	£39 10	£35 10
PANTHER, '55, 250 o.c. o.h.v. Mod. 65, teles.	£40 10	£36 10
SUNBEAM, '50, 500 o.h.v. S8 spor.	£69 10	£60 10
SUNBEAM, '52, 500 o.c. o.h.c. S8, shaft drive..	£95 10	£89 10
SUNBEAM, '55, 500 o.h.c. S8, shaft drive....	£149 10	£140 10
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TRIUMPH, '48, 500 o.h.v. Sp. Twin	£49 10	£45 10
TRIUMPH, '54, 150 o.h.v., spr., d/st., T.15 ..	£65 10	£60 10
TRIUMPH, '49, 500 o.h.v. 5T Twin	£69 10	£65 10
TRIUMPH, '56, 200 o.c. Cub	£79 10	£70 10
TRIUMPH, '55, 200 o.h.v. T20, spr., d/st.	£85 10	£75 10
TRIUMPH, '53/54, 500 o.h.v. 5T, S/T, s/hub..	£126 10	£115 10
TRIUMPH, '54, 500 o.h.v. 5T Speed Twin ..	£139 10	£125 10
TRIUMPH, '55, 650 o.h.v. Thunderbird	£136 10	£130 10
TRIUMPH, '55, 500 o.h.v. 5T Twin spr.	£139 10	£130 10
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A.J.S., '57, 350 o.h.v., Mod. 16MS, S/A. As new	£179 10	£176 10
ARIEL, '48, 500 o.h.v., Mod. VH, S/A, d/st. ..	£37 10	£34 10
ARIEL, '47, 350 o.h.v., Mod. NG, teles.	£45 10	£38 10
ARIEL, '50, 500 o.h.v., Mod. VG, plls.	£57 10	£49 10
ARIEL, '53, 350 o.h.v., NH, teles., S/A	£99 10	£79 10
ARIEL, '53/54, 500 o.h.v., KHA Tw., spgr., d/st.	£105 10	£99 10
ARIEL, '56, 350 o.h.v., Mod. NH8, S/A, d/st.	£169 10	£150 10
B.S.A., '49, 250 o.h.v. Mod. C11D/L, teles., d/st.	£39 10	£37 10
B.S.A., '51, 250 o.c. Mod. C11, pill., carr.	£50 10	£40 10
B.S.A., '49, 500 o.h.v., Mod. B33, teles., d/st...	£69 10	£50 10
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B.S.A., '57, 500 o.h.v., Mod. B33S, S/A, d/st...	£149 10	£130 10
B.S.A., '56, 500 o.h.v., A7S Twin, S/A., d/st...	£182 10	£160 10
B.S.A., '56, 500 o.h.v. Twin A7S, S/A, 1 owner	£189 10	£170 10
B.S.A., '56, 500 o.h.v., S/Star Tw., S/A, green	£197 10	£176 10
DOUGLAS, '49, 350 Tw., spls., eng.	£49 10	£30 10
ENFIELD, '47, 350 o.h.v., Mod. CO, pill., l/sh.	£19 10	£12 10
ENFIELD, '51, 350 o.h.v., Mod. G, pill., l/sh.	£59 10	£49 10
ENFIELD, '52, 350 o.h.v., Mod. G, d/st., pan.	£69 10	£60 10
EXCELSIOR, '54, 250 t/s, Talisman Twin, spgr.	£79 10	£60 10
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F.-BARNETT, '54, 200 t/s Falcon 67, S/A ..	£79 10	£65 10
F.-BARNETT, '54, 225 t/s Cruiser, S/A., d/st.	£92 10	£79 10
F.-BARNETT, '55/6, 225 t/s Cruiser 71, S/A..	£99 10	£79 10
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F.-BARNETT, '57, 250 Cruiser, S/A., d/st. ..	£140 10	£125 10
JAMES, '53, 197 Captain, teles., spgr., d/st...	£67 10	£55 10
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JAMES, '56, 250 t/s, teles., S/A, scr., l/sh., pans.	£96 10	£79 10
JAMES, '57, 197 Captain, S/A., d/st., 3,000 m.	£115 10	£99 10
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MATCHLESS, '57, 500 o.h.v., G9 Twin, S/A..	£240 10	£219 10
NORMAN, '55/56, 197 Villiers, Mod. B2S, S/A	£69 10	£46 10
NORMAN, '56/7, 250 Annual Twin, S/A......	£119 10	£99 10
NORTON, '57, 600 o.h.v., Dom. 99, S/A	£239 10	£215 10
PANTHER, '56, 250 o.h.v., Mod. 65, teles., pill.	£40 10	£37 10
PANTHER, '56, 197 Villiers, S/A, d/st., 830 m.	£80 10	£66 10
PANTHER, '52/3, 250 o.h.v., pillion, 21,070 m.	£69 10	£67 10
PANTHER, '54, 350 o.h.v., S/A, d/st.	£89 10	£75 10
SUN, '55, 197 Challenger, teles., spgr., d/st., l/sh.	£79 10	£60 10
SUNBEAM, '50, 500 o.h.c., S8, teles., spgr...	£89 10	£79 10
SUNBEAM, '50, 500 o.h.c., S8 Tw., spgr., pill.	£99 10	£80 10
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TRIUMPH, '53, 650 o.h.v., 6T Tw., s/h., d/st.	£140 10	£130 10
TRIUMPH, '54, 500 Mod. 5T, s/hub, d/st.....	£149 10	£135 10
TRIUMPH, '54, 650, Mod. 6T, s/hub, d/st. ..	£150 10	£139 10
TRIUMPH, '57, 650 o.h.v. Twin, T110, S/A...	£250 10	£215 10
VINCENT, '50, 500 o.h.v., Comet Series C, S/A	£89 10	£75 10
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'50 **MATCHLESS** 500 c.c., s/a., dual seat, luggage grid, good tyres	£75 0
'56 **ENFIELD** Meteor 700 c.c., dual front brake, full width hubs, large screen, one owner, maroon finish	£158 0
'54 **ENFIELD** 150 c.c., s/frame, foot change, bronze finish, teleforks, mirror, one owner, 5,000 miles only, outstanding bargain	£46 0
'54 **ARIEL** 350 c.c. O.H.V., s/frame, dual seat, stop lights, twin parking lights	£98 0
'55 **ENFIELD** 250 c.c. O.H.V., green and chrome finish, s/a., twin brakes	£98 0
'50 **B.S.A.** 600 c.c. M.21, silver and chrome tank, stop lights, mirror, sidecar spec., bargain	£55 0
'55 **ENFIELD** 350 c.c., dual front brake, silver and chrome finish, dual seat, stored three years	£128 0
'50 **B.S.A.** 250 c.c. O.H.V., new dual seat, blue and chrome tank, nearly new tyres, outstanding specimen	£54 0
'48 **PANTHER** 600 c.c. O.H.V., sidecar spec., teleforks, screen, mirror, stop lights, bargain	£38 0
'55 **MATCHLESS** 500 c.c., full width hubs, black and chrome finish, twin parking lights, carrier, bargain	£138 0
'54 **JAMES** 125 c.c., teleforks, s/frame, battery lighting, speedo.	£38 0
'51 **TRIUMPH** 500 c.c. Speed Twin, s/hub, dual seat, maroon and chrome	£79 10
'48 **NORTON** ES2 500 c.c., s/frame, teleforks	£54 0

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PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington. Molesey 1646. [B1003

GENUINE Lambretta spares, 125/150; prompt c.o.d.—H. Mallaby & Co., 144, Micklegate, York. 24017. [0073/R

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GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. [C1052/R

ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 2201-2. [0498/R

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ELEANOR MOTORS, 265, Mare St., Hackney, E.8. for sales, spares, service, repairs.—Amherst 5154/3923. [0313

ELEANOR MOTORS (STADIUM).—East London's fully equipped service station, sales, spares, repairs.—98-106, Lea Bridge Rd., Clapton, E.5. Amherst 6606. [0524

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MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Maicoletta 247cc and 277cc super scooter and Maicomobil 197cc, totally enclosed. All spares from stock. [0602/R

RON McKENZIE, 961 Chester Rd., Stretford, Lancs. Sales, service.—Longford 2100. [C1066

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R

SLOCOMBES OF NEASDEN!!! for your new Maico; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—6 lines. [C1125

CLAUDE RYE.—Immediate delivery new Maicos. Choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster.—53, Whitegate Drive, Blackpool. Tel. 24720. [0147

EAST HILL MOTORS, Ltd., for your new Maicoletta or Maico Mobil; immediate delivery from stock; demonstration models available.

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [0038

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MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1225. [0106/R

JOHN BURTRES, West Wickham, Kent, for your J Matchless.—Spring Park 5703. [C1145

HARRY NASH.—All new 1956 models in stock; last few new 1957 models greatly reduced.

H.—1955 350 s/arm, Avon fairing, crash bar, leg-shields, enthusiast owned, perfect; £115, third down, 24 months h.p.; any exchange.—391, King St., Hammersmith, W.6. Riv. 2037-8. [C1090

ARCHER OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd. Tel. 328. [0363/R

1955 G80S, swinging arm, 7,700 miles from new, excellent appearance and a good buy at £130.—49, Regent Rd., Harborne, Birmingham. [8155

PUTNEY AUTOS for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1166. [C1138/R

SLOCOMBES OF NEASDEN!!! for your new 1958 Matchless, always a good selection of guaranteed used models.

SLOCOMBES.—1958 Matchless G11CS 600cc sports twin, red and chrome, 1,700 miles, as new; £275.

SLOCOMBES.—1956 Matchless G3LS 350cc ohv, swinging arm, windscreen, black and chrome; £168/10; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. [C1125

WHITBYS OF ACTON.—New models in stock; exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She 5355 (Showrooms); She 6785 (Spares). [C1126/R

49 gns.—Matchless 1949 350cc ohv, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

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	Usual Price	Sale Price
ARIEL, '40, 350 o.h.v. and Swallow Sports	£50 10	£40 10
ARIEL, '53, 500 o.h.v. Twin spgr., Swallow spts.	£80 10	£70 10
ARIEL, '53, 600 s.v. and Blacknell Snug	£100 10	£90 10
ARIEL, '55, 600 s.v. and Harvard D/A sidecar	£100 10	£95 10
ARIEL, '55, 600 s.v., spgr., and Swallow Viscount 2 ad. s/s s/car	£130 10	£119 10
ARIEL, '55, 600 c.c. s.v. and Streamline C/A	£130 10	£129 10
ARIEL, '55, 600 s.v., spgr., and Watsonian Ascot sidecar	£175 10	£167 10
ARIEL, '55, 500 Twin and Swallow Jet 80	£190 10	£180 10
ARIEL, '55, 600 s.v., and Swallow Tudor s/car	£180 10	£170 10
ARIEL, '55, 1000 o.h.v. Sq. 4, and Canterbury D/A sidecar	£190 10	£185 10
ARIEL, '55, 1000 o.h.v. Sq. 4 and Watsonian D/A Warwick saloon sidecar	£215 10	£200 10
ARIEL, '54, 650 c.c. Twin, spgr., and Garrard Silchester de luxe s/s s/car	£219 10	£205 10
ARIEL, '55, 650 Twin and Blacknell D/A	£230 10	£215 10
ARIEL, '57, 1000 Sq. 4 and Blacknell D/A	£365 10	£330 10
A.J.S., '56, 500 o.h.v., spgr., and Swallow Jet 80 Sports sidecar	£225 10	£215 10
B.S.A., '46, 500 s.v. and C/A saloon sidecar	£35 10	£30 10
B.S.A., '46, 350 o.h.v., and Watsonian Ascot	£60 10	£55 10
B.S.A., '46, 500 o.h.v. and Watsonian Stratford Sports sidecar	£60 10	£55 10
B.S.A., 250 s.v. and Surrey Rambler		£70 10
B.S.A., '49, 500 o.h.v. Twin spgr., and Watsonian Ascot S/S sidecar	£95 10	£85 10
B.S.A., '50, 500 Twin and Garrard 800	£139 10	£125 10
B.S.A., '52, 500 Twin and Blacknell Snug	£145 10	£135 10
B.S.A., '51, 600 s.v. and '56 Swallow Comet C/A sidecar	£130 10	£120 10
B.S.A., '53, 500 Star Twin and C/A saloon	£130 10	
B.S.A., '51, 650 o.h.v. Twin, spgr., and Watsonian Ascot sidecar	£155 10	£145 10
B.S.A., '55, 500 o.h.v. spgr., and Watsonian Monarch S/S sidecar	£150 10	£140 10
B.S.A., '51, 650 Twin and Swallow Jet 80	£160 10	£150 10
B.S.A., '58, 600 s.v., spgr., and Swallow Comet C/A sidecar	£200 10	£190 10
ENFIELD, Reg. '56, 500 o.h.v. and Wat. Windsor	£30 10	£24 10
ENFIELD, '50, 500 o.h.v. and Canterbury C/A saloon sidecar	£50 10	£45 10
ENFIELD, '50, 500 o.h.v. and Watsonian Maxstoke C/A saloon sidecar	£79 10	£67 10
ENFIELD, '51, 500 Twin and '51 Canterbury C/A sidecar	£90 10	£85 10
ENFIELD, '55, 700 Twin S/A and Watsonian Albion sidecar	£160 10	£165 10
ENFIELD, '57, 500 o.h.v. spgr., and Watsonian Stratford sidecar	£190 10	£185 10
HARLEY DAVIDSON, '47, 750 Twin, and C/A sal.	£50 10	£39 10
MATCHLESS, '47, 350 and Rankin S/S sidecar	£50 10	£40 10
MATCHLESS, '54, 500 Twin and Watsonian Ascot	£150 10	£175 10
NORTON, '46, 633 s.v., and Swallow S/S sal.	£35 10	
NORTON, '46, 500 o.h.v., and S/S saloon	£50 10	£40 10
NORTON, '46, 500 o.h.v., and Watsonian Albion	£60 10	£50 10
NORTON, '51, 500 o.h.v. and Swallow Sports	£85 10	£80 10
NORTON, '49, 500 o.h.v., and Watsonian Ascot	£89 10	£75 10
NORTON, '55, 600 s.v. and Watsonian Ascot	£120 10	£115 10
NORTON, '55, 500 Twin S/A and Watsonian Maxstoke	£170 10	£150 10
NORTON, '56, 600 o.h.v., spgr., and Watsonian Maxstoke C/A saloon sidecar	£190 10	£180 10
NORTON, '55, 600 s.v., and Waverley C/A	£190 10	£155 10
PANTHER, '55, 600 o.h.v. and Watsonian Warwick D/A saloon sidecar	£90 10	£85 10
PANTHER, '50, 600 o.h.v. and Watsonian Maxstoke	£119 10	£90 10
PANTHER, '53, 600 o.h.v. and Canterbury C/A saloon sidecar	£140 10	£145 10
PANTHER, '54, 600 o.h.v. and Garrard Latimer	£149 10	£140 10
PANTHER, '54, 600 o.h.v. and Garrard 800	£150 10	£155 10
PANTHER, '55, 600 o.h.v. and 1956 Streamline C/A saloon	£185 10	£170 10
PANTHER, '57, 600 o.h.v., spgr., and Swallow Comet C/A sal. s/car	£260 10	£230 10
PANTHER, '57, 600 o.h.v. and Hillsborough D/A	£275 10	£240 10
SUNBEAM, '49, 500 o.h.c. and Canterbury S/S sal.	£90 10	£85 10
SUNBEAM, '51, 500 o.h.v. and C/A saloon s/car	£100 10	£90 10
TRIUMPH, '51 (reg.) 500 s.v. and C/A sal.	£90 10	£85 10
TRIUMPH, '50, 650 Twin, s/wheel, and Canterbury C/A sal. sidecar	£130 10	£119 10
TRIUMPH, '53, 500 o.h.v., and Watsonian Avon sports sidecar	£140 10	£130 10

at 275 High St., Acton

COMBINATIONS	Usual Price	Sale Price
ARIEL, '50, 600 s.v. Cosmos one. 2 str.	£90 10	£79 10
ARIEL, '51, 600 s.v., VB, teles., d/s, '56 C/bury C/A saloon	£100 10	£90 10
ARIEL, '56, 600 s.v., Mod. V.B., teles., Swallow D/A saloon. Harvard/Velvet chassis	£119 10	£90 10
ARIEL, '53, 500 o.h.v., K.H. Twin, spgr., Wat. Albion saloon	£100 10	£95 10
ARIEL, '52, 600 s.v., VB, teles., spgr., matching Swallow Comet C/A saloon on Velvet chs.	£119 10	£90 10

Continued in next col. →

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100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [S1165

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

OSGOOD & COATES, Ltd., Matchless specialist; spares and repairs.—781-5, Old Kent Rd., London, S.E.15. New Cross 0513. [S1094

GUS KUHN.—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5804 and 9435. Prompt c.o.d. by return service. [0155/R

KAYS OF EALING, Ltd., Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2587. [S1075/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R

C.O.D. and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895 and 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3208-3. [S1162/R

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3. 208-210, Great Portland St., W.1. Eus. 4632-4. 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5. 220, Barking Rd., E. Ham Gra. 8088. 94-96, High Rd., Tottenham. Sta. 5656. [S1052/R

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PRIDE & CLARKE, main agents 98cc Zigolo super sports; £109/19/6; ½ deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogues free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R

M.V.

MV DISTRIBUTORS, Ltd., Regent House, 235, Regent St., London, W.1. [0064/R

COMERFORDS for M.V., new and second-hand.—Thames Ditton, Surrey.—Emb. 5531 (6 lines). [C1006

NORMAN SPARE PARTS

YOUNG'S.—Complete stocks; prompt despatch.—30, 32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R

NORTON

NORTON MOTORS, Ltd., Bracebridge St., Birmingham. [0091/R

ES MOTORS, Ltd.

£195.—1956 Dominator 99 600cc twin, s/arm, featherbed, showroom condition.—325, High Rd., W.4. Chi. 6368. [C1031

ROWLAND SMITH'S for Norton.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

155gns.—Norton twin 1954 Dominator 88, Rodark pannier set, almost unworn tyres, exceptional; choice of 2.

105gns.—Norton 1954 ES2, swinging arm, carefully used; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

HARRY NASH.—All 1958 models, all colours in stock; last few new 1957 models; bargains.

H.—1955 ES2 double saloon on sprung wheel with brake, sound bargain, £145; 1955 Dominator 88, really nice, £169.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1080

1953 Norton ES2, 500cc, excellent condition, most reliable; £110, o.n.o.—Box 7321. [8175

ARCHER OF ALDERSHOT for Norton, etc., spares and service.—Victoria Rd. Tel. 323. [0566/R

JOHN SURTEES, West Wickham, Kent, for your Norton.—Spring Park 3700. [C1145

COMERFORDS for Nortons, new and second-hand, 1,000 machines in stock.—Thames Ditton, Surrey. [C1006

£100.—1954 500cc ES2 s/a, average condition; h.p. possible.—Murray, 70, Hough Green, Chester. [8153

OSGOOD & COATES, Ltd., Norton main dealers, 781-5, Old Kent Rd., S.E.15 New Cross 0513. [C1094

ERIC KENNARD & Co. can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3589. [0591/R

SLOCOMBES OF NEASDEN!!! for your new Norton; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115

PUTNEY AUTOS for your new Norton; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R

WHITBYS OF ACTON.—New models in stock, exchanges; h.p.; spares.—263-275, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R

£139/10.—Norton late 1953 600sv combination, dual seat, legshields, fitted Watsonian adult/child 2-seater sunshine saloon, practically unworn tyres, exceptional condition.—Dilley.—Below.

£29/10 Norton 1947 500ohv, teles., dual seat, good tyres, good runner; terms, exchanges.—Dilley, 374, Forest Rd., London, E.17. [C1030

NORTON 1939-40 600cc ohv springer, huge chrome Inter. tank, fully equipped, terrifically fast, really nice bike; £45, speedo, built in h. lamp; deposit one-third, bal. 18 months.—Dawsons Motors, Shakespeare St., Nottingham. Tel. 41181. [C1080

GEO CLARKE MOTORS LIMITED

at 275 High St., Acton—continued.

COMBINATIONS—continued.	Usual Price	Sale Price
ARIEL, '49/50, 500 o.h.v., teles., '56 C/bury C/A saloon, s/arm ch.	£120 10	£105 10
ARIEL, '51, 500 o.h.v., KG Twin, teles., l/shields, d/s., screen, winkers, '55 Wat. Maxstoke 6/5 D/A saloon, S. Velvet ch. and brake	£140 10	£129 10
ARIEL, '58, 1,000 4G, teles., spgr., B.S.A. C/A saloon on Wat. VG21 chassis	£160 10	£149 10
B.S.A., '46, 350 B31 o.h.v., teles., d/s., C/A Launch saloon	£50 10	£45 10
B.S.A., '49, 500 o.h.v., A7 Twin, teles., d/s., B.S.A. C/A saloon	£90 10	£80 10
B.S.A., '50, 600 s.v., M21, teles., screen, Wat. Maxstoke C/A saloon	£90 10	£79 10
B.S.A., '54, 500 s.v., teles., Commercial box	£90 10	£80 10
B.S.A., '55, 350 o.h.v., C11GS, teles., spgr., 4 spds., d/s., '56 Eton adult sal., to match	£119 10	£104 10
B.S.A., '54, 500 s.v., teles., '58 S'line C/A sal.	£120 10	£110 10
B.S.A., '54, 600 s.v., M21, teles., d/s, '54 Wat. Maxstoke	£150 10	£140 10
B.S.A., '56, 600 s.v., M21, spgr., teles., d/s, l/shields, Wat. Maxstoke 6/5 D/A sal., VG21 ch., 16,514 m., super	£180 10	£170 10
B.S.A., '56, 650 o.h.v. A10G, teles., spgr., Leyton "Hainault" C/A sal. on Wat. VG21 ch., 1 owner from new	£200 10	£189 10
B.S.A., '57, 650 o.h.v., A10G, C/bury C/A sal. GMC2 ch., 8,313 miles	£270 10	£260 10
ENFIELD, '52, 500 o.h.v. Twin, teles., d/s, Wat. Albion VG21 chassis	£100 10	£90 10
INDIAN, '55, 250 s.v., Brave, Wat. Windsor	£90 10	£79 10
MATCHLESS, '39, 990 V Twin, V.G. cond., S'line C/A saloon	£50 10	£50 10
MATCHLESS, '47, 500 o.h.v., G80, teles., S. Commando Tourer	£50 10	£40 10
NORTON, '51, 500 s.v., 16H teles., d/s, l/shields, Leyton Norlington 2-door 2-adult sal. on Blacknell spgr., safety chassis, brake wheel	£90 10	£80 10
PANTHER, '52, 250 o.h.v., Mod. 65, teles., Wat. Windsor Tourer	£79 10	£60 10
PANTHER, '52, 600 o.h.v., '55 C/bury Gladiator C/A saloon, Wat. VG21 chassis	£100 10	£90 10
PANTHER, '55, 600 o.hv., S/A, HMB D/A sal.	£160 10	£140 10
PANTHER, '54, 600 o.h.v., '55 Wat. Maxstoke 6/5 saloon brake	£160 10	£150 10
PANTHER, '55, 600 o.h.v., s/a., Garrard 800 Sports on Mk. II chassis	£179 10	£159 10
PANTHER, '55, 600 o.h.v., s/a., '58 S/line Royal C/A saloon	£189 10	£179 10
PANTHER, '58, 600 o.h.v., D/L 100, teles., S/A, d/s, new '58 Raven D/A sal., '56 Wat. VG21 spgr. ch. and brake	£330 10	£300 10
PANTHER, '55, 600 o.h.v., D/L 100, teles., S/A, d/s., '58 Busmar "York" D/A full door sal. on spgr. ch. and brake, works mileage only	£379 10	£350 10
TRIUMPH, '47, 350 o.h.v., 3T Twin, teles., pillion, l'shields, Swallow Commando Tourer	£70 10	£60 10
TRIUMPH, '54, 650 o.h.v. Twin, teles., s/hub, matching Garrard 890 on Mk. II chassis	£190 10	£170 10
VINCENT, '51, 1000 Twin Rapide, s/a., B.S.A. Tourer, Blacknell safety chassis	£179 10	£120 10
VINCENT, '50, Shadow, '55 C/bury C/A sal.	£160 10	£165 10
ZUNDAPP, '57, 200 Bella Mode R203 de luxe scooter, Canterbury Denton "Special" adult saloon	£270 10	£190 10

USED CARS AND THREE-WHEELERS AT 276-8 BRIXTON HILL

	Usual Price	Sale Price
A.C., '54 Family	£190 10	£179 10
BOND, '52/3, Minitruck. Recond. engine	£85 10	£79 10
BOND, '57, Family de Luxe Coupe	£279 10	£260 10
FORD, '37, Popular saloon. Black. Choice of 2	£350 10	£335 10
HEINKEL, '57, Cabin Cruiser. Maroon	£299 10	£279 10
RELIANT, '54, 750 2/4 seater. Blue Coupe	£[illegible] 10	£[illegible] 10
RELIANT, '55, 750 2/4-str. coupe, grey, many extras, spot, htr., d-mister, etc.	£[illegible] 10	£[illegible] 10
GORDON, '56, 197 c.c., 2-str. Coupe, blue	£139 10	£120 10

NEW THREE-WHEELERS AT 275 HIGH ST., ACTON

A.C. PETITE, 250 c.c. saloon	£[illegible]	5	6
BOND, 197 c.c. 4/5-seater de luxe, Mark D	£[illegible]	5	3
BOND, 197 c.c. 2-seater, Mark E	£379	13	9
MESSERSCHMITT, KR 200 de luxe	£330	13	6
MESSERSCHMITT Convertible	£339	13	6
RELIANT 7 h.p. Regal tourer	£[illegible]	3	6
RELIANT 7 h.p. Regal saloon	£[illegible]	6	0

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276 BRIXTON HILL, S.W.2. TULse Hill 2211
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NORTON WANTED

R

ROWLAND SMITH'S, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

SMITH'S, 86, Chalk Farm Rd., N.W.1, want Nortons —Gul. 2767. [0069/R

GEORGE CLARKE pay most for Norton.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

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ROWLAND SMITH'S, the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

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B.S.A., '52, 125 D1 Bantam, spgr.	£39 10	[illegible]
B.S.A., '56, 150 D3 Bantam Major. V.G. cond.	£69 10	[illegible]
B.S.A., '56/7, 125 c.c., spgr., d/st. V.G. cond.	[illegible]	£57 10
B.S.A., '57, 150 D3 Bantam Major, spgr., d/st.	£79 10	£75 10
CYCLEMASTER, 32 c.c. with gent's Triumph	£10 10	[illegible]
DAYTON, '56, 225 c.c. Albatross, in good order	£119 10	[illegible]
DAYTON, '56, 225 Albatross, S/A. As new	£145 10	£135 10
DAYTON, '57, 225 c.c. Albatross, d/st. Cass.	£199 10	£179 10
EXCELSIOR, '57, 98 Consort. Bargain	£69 10	[illegible]
EXCELSIOR, '56, 150 Courier, S/A, d/st.	[illegible]	[illegible]
EXCELSIOR, '57, 98 Scutabyke, spgr. As new	£65 10	[illegible]
FRANCIS-BARNETT, '54, 125 Kestrel, spgr.	£40 10	[illegible]
FRANCIS-BARNETT, '55, 125 Merlin, spgr.	£49 10	[illegible]
HERCULES, '57, 50 c.c. Hercumotor. S/forks	£45 10	[illegible]
JAMES, '56, 150 Cadet de luxe, S/A. Perfect	£69 10	[illegible]
LAMBRETTA, '55, Model LD. Good condition	£95 10	[illegible]
LAMBRETTA, '56, Model LD, w/scrn.	£106 10	£97 10
LAMBRETTA, '57, 1500 Model LDB, w/scrn.	£109 10	£105 10
LAMBRETTA, '56, Model LD, pillion. V.G.	£109 10	£105 10
LAMBRETTA, '57, Model LD, plln., carrier	£119 10	£112 10
LAMBRETTA, '57, 150 Model LD. As new	£129 10	£122 10
MAICOMOBIL, '57, 200 de luxe scooter	£149 10	£139 10
MERCURY, '57, 48 c.c. Mercette, teles., plln.	£29 10	[illegible]
MOBYLETTE, '55, 49 c.c. Moped, carrier. Bgn.	£29 10	[illegible]
MOBYLETTE, '56, 49 c.c. Moped. Bargain	£35 10	[illegible]
MOBYLETTE, '57, 49 c.c. Mobymatic, w/scrn.	£45 10	[illegible]
N.S.U., '56, 49 c.c. Quickly. Good cond.	£29 10	[illegible]
N.S.U., '56, 49 c.c. Quickly. Good condition	£39 10	[illegible]
N.S.U., '57, 49 c.c. Quickly, l/shields. Clean	£49 10	£37 10
N.S.U., '57, 123 Super Fox, S/A. F.W. hubs	£115 10	£106 10
PHILLIPS, '55, 49 c.c. Moped, spr. saddle	£26 10	£15 10
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PIATTI, '56/57, 125, w/screen, s/wheel, carrier	£85 10	[illegible]
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VESPA, '54, 125 c.c. Scooter, 2-tone, w/scrn.	£49 10	£45 10
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ZUNDAPP, '56, Combinette, carrier. Good	£45 10	£37 10
ZUNDAPP, '55/56, 200 Bella, d/st., s/wheel, red	£109 10	[illegible]
ZUNDAPP, '55, 200 c.c. Bella, w/screen, plln.	£119 10	£109 10
ZUNDAPP, '56, Bella, electric starter, d/st.	£145 10	£135 10
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B.S.A., '52, 125, D.S., spgr., d/s.	£49 10	[illegible]
B.S.A., '55, 125 Bantam, teles., spr., d/s., l/s, pan. frs.	£62 10	£49 10
B.S.A., '54, 150 Bantam Major, spgr., d/s., pan.	£55 10	£49 10
B.S.A., '54, 150 c.c. Bantam Major, spgr.	£59 10	£49 10
B.S.A., '56, 150 t/s B. Major, spgr., 9,000 m.	£69 10	[illegible]
B.S.A., '56, 150 c.c. Bantam Major, teles., s/a	£79 10	[illegible]
CYCLEMASTER, '56/57, 32 c.c. gent's sports	£16 10	£12 10
ENFIELD, '46, 125 "RE," l/shields, carrier	£25 10	£15 10
ENFIELD, '57, 148 t/s Ensign, spgr., d/s.	£85 10	£75 10
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F.-BARNETT, '54, 125 Kestrel, teles., spgr., etc.	£56 10	£48 10
F.-BARNETT, '56, 150, Kestrel, 60 spgr., d/s.	£69 10	[illegible]
JAMES, '52, 125 Cadet, teles., pillion	£42 10	[illegible]
JAMES, '53, 125 Cadet, teles., d/s., spr. V. cln.	£49 10	[illegible]
JAMES, '55, 150 Villiers J15, spgr., d/s.	£67 10	[illegible]
KREIDLER, '57, 49 c.c. Mod. J50, Moped	£35 10	[illegible]
LAMBRETTA, '55, 150, Mod. D Spts., scr., pill.	[illegible]	[illegible]
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'55 R. ENFIELD Meteor 700 c.c. Twin, dual seat, swinging arm, Swallow Jet 80 single-seater sports £199
'55 B.S.A. A10 Golden Flash 650 Twin spgr., dual seat, '58 Watsonian c/adult s/n on VG.21 sprung chassis £185
'56 PANTHER 600 c.c. Twin Port, dual seat, black, '58 Surrey child/adult saloon on sprung chassis £179
'55 TRIUMPH 6T Thunderbird 650 Twin, sprung hub, dual seat, Streamline c/adult saloon on sprung chas £159

250 NEW MODELS

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SPECIAL SCOOTER SHOWROOM:
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BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east.—25, Courtyard, Eltham, S.E.9. Tel. Elt. 3009 and 4840. [B1056/R

BE certain—spares from the heart of the industry. 24-hour c.o.d. service from Motor Sales (Birmingham), Ltd., 15-17, Aston St., Birmingham. Ast Cross 3874. [0219

GODFREYS, Ltd.—S7 and S8 Sunbeam spares stockists, c.o.d.—228-234, London Rd., Croydon, Cro. 3641; 208, Great Portland St., W.1, Eus. 4632; 416, Romford Rd., Forest Gate, E.7. Gra. 1234. [B1052/R

WILL LORD (Sunbeam specialists) for all your Sunbeam spares, pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied.—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. [0552/R

SUNBEAM SERVICE

24-hour c.o.d. service on all Sunbeam S7 and S8 spares and exchange replacement units stockists, also for Amal, Lucas and Smiths speedos. Don't be off the road, contact us first.—Coventry Motor Mart, Ltd., Postal Department, 7, 86, London Rd., Coventry. Tel. 2146-7. [0066/R

TANDON

1954 Villiers 197cc, dual seat, reliable; £47.—Bestridge, Hill View Rd., Claygate. Esher 3919. [8161

TERROT

RAPID MOTORS offer the amazing 125cc Terrot with preselector gear box, 140mpg, winner of the Monte Carlo Scooter Rally Trophy, for immediate delivery; price £159/19/5 including parking lights, spare wheel, pillion, etc., demonstration model available.—260, Haydons Rd., Wimbledon. Cherrywood 3202-3. [C1162/R

TRIALS AND SCRAMBLES

1953 A.J.S. 350cc s/arm trials in road trim; £80.—71, Stonhouse St., Clapham, S.W.4. Mac. 8602. [8160

1952 VCH alloy engine, Ariel Trials outfit, excellent motor but remainder of machine needs a little tidying; £49/10.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherds Bush 1154. [C1151

MEETEN'S, Shannon Corner, New Malden, Tel. 5110, immediate delivery of the recently introduced 250cc Francis-Barnett Scrambler, 250cc D.M.W. Villiers trials twin and the Panther Sports 35 bottled up twin. [C1203

COMERFORDS for trials and scrambles machines; delivery from stock Greeves, Ariel, Norman, B.S.A., Dot, good s/h models bought for cash; deal with the recognised competition specialists.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

TRIUMPH

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HARVEY'S for your new Triumph.

WE sell, service and repair Triumph and no other make, by specialising we offer the finest Triumph service; part exchange and terms arranged.—Harveys, 47, South Lambeth Rd., S.W.8, nr. Vauxhall Station. Rel. 6661. [0068/R

A
WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Triumphs; immediate delivery, h.p., exchanges.—273, Acton Vale, London, W.3. She. 5555. [C1128/R

ES MOTORS, Ltd.

£139—1954 Tiger 110 650cc twin, s/arm, blue, terrific performance, d/seat, clean.

£65—1949 3T 350cc twin, nacelle, s/hub, d/seat, exceptionally clean for year.—325, High Rd., W.4. Chi. 6368. [C1031

FISHERS OF ACTON.

LATE 1952 Triumph 6T 650cc twin, sprung hub, exceptional condition, £119/10; dep. £40, 24 mths. £4/0/2.

1953 Triumph Tiger 100, alloy engine, sprung hub, £99/10; dep. £33/10, 24 mths. £3/6/7.

1948 Triumph 5T 500cc twin, choice of 2 from £39/10; dep. £13/10, 12 mths. £2/11/8.

1948 Triumph Tiger 100, black, very clean, sprung hub, gear box requires attention, a gift at £59/10; dep. £20, 12 mths. £3/14/2.

1952 Triumph 6T 650cc twin with Jet 80 s/c, matching outfit, host of extras, panniers, leg shields, windscreen, etc., sacrificed at £175; dep. £58, 24 mths. at £5/17.

1948 Triumph Tiger 100 with c/a saloon s/c, very sound condition, £89/10; dep. £30, 18 mths. £3/16/10.

1948 Triumph Tiger 100 with single-seater Canterbury s/c, a gift at £65; dep. £22, 12 mths. at £4.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. [C1005

FRED WARNELL offers:—

1958 Triumph Speed Twin, terrific opportunity to buy a virtually new machine at £1's below list price, 250 miles only, exceptional bargain at £219.—41-46, Chingford Mount Rd., E.4. Larkswood 7349. [C1129

SPORTSMO OF SOUTHALL.

1955 Triumph 110 sw. arm, 5,000 miles only; £170.

70-72, The Green, Southall. Southall 6829. [C1098

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1958 RELIANT Regal Hardtop Mark III in Red/Grey two tone, Twin windscreen wipers. Used only as our Ex-demonstration model. 5,000 miles only, in "as new" condition £405 0

1958 RELIANT Regal Hardtop Mark III, in Green/Grey two tone, dual wipers, chrome strips, 2,000 miles only, really in "as new" condition, also ex-demonstration model, carefully maintained by our own workshops £405 0

THIS WEEK'S SPECIAL REDUCTION
1951 B.S.A. M21 600 c.c. S.V. Combination, fitted with Busmar 2-seater sidecar. Really nice condition. Ideal family outfit £120 10

USED COMBINATIONS

1952 ARIEL, 1000 Square Four, black, excellent appearance and condition with matched colour. Swallow 2 adult full door saloon £170 10

1956 TRIUMPH 6T Thunderbird 650, s/arm, l/shields, d/seat, carrier, fairing. Fitted Garrard 8.90 Spts. sidecar on Mark V de luxe chassis £300 10

1951 TRIUMPH 5T Speed Twin, Perspex screen, Swallow full door 2-seater saloon £100 10

1951 PANTHER Mod. 100, 600 c.c. Pillion, with Watsonian Maxstoke 2-seater saloon £120 10

1950 ARIEL VH 500 O.H.V. Red Hunter, s/frame, screen etc., with 2-seater saloon sidecar £90 10

1953 B.S.A. M21 600 S.V. d/seat, screen with Swallow 1/1 door 2-seater s/can, velvet chassis £140 10

RELIANT THREE-WHEELERS
LONDON SOLE DISTRIBUTORS FOR ALL MODELS—4-seater Hardtop Saloon, coupe, or 5 cwt. Van. All £5 annual road tax. Send for catalogue.
SPARES and ACCESSORIES—largest stock in England. Over the counter, or special C.O.D. service.

USED SCOOTERS

1957 DAYTON Albatross, 225 c.c., low mileage, first class condition £140 10

1956 PROGRESS 175 c.c., d/seat, Rear Carrier, w/screen, 3,000 miles only, in perfect condition £120 10

1955 LAMBRETTA, 150 c.c. screen, panniers, rear carrier, spare wheel, pillion seat, front pannier bag, many other extras £100 0

1957 PIATTI, 125 c.c., Black, w/screen, spare wheel and cover, low mileage, ex. cond., special reduction £70 10

1957 PIATTI, 125 c.c., Red, w/screen etc., as new condition, 2,500 miles only £90 10

1957 B.S.A., Dandy 70 c.c. Scooter, speedo. fitted, 2,000 miles only £55 0

USED SOLOS

1953 TRIUMPH 5T Speed Twin, d/seat, parcel grid, carrier. Excellent condition £110 10

1955 NORMAN B2.S 197 c.c., Earles type front forks, s/arm, rear d/seat. Excellent condition £90 10

1954 EXCELSIOR Sports Talisman Twin, Complete overhaul £95 10

1956 B.S.A. A7 500 Twin, under 2,000 miles, d/seat, s/arm. As new. Must be seen £210 10

1954 ROYAL ENFIELD 350 Clipper, s/arm, d/seat [illegible]. Excellent condition £110 10

For customers outside London—our Mail Order Department will deal with your enquiry, and get your selected machine to you with a minimum of delay.
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1957 BERKELEY Sports car, 328 c.c. Excelsior Twin engine, Green finish, under 4,000 miles, Bargain £300 10

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ROWLAND SMITH'S for Triumph.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

195gns.—Triumph Tiger 100, late 1956, Rodark pannier set and many extras, exceptional.

195gns.—Triumph Thunderbird, September 1956, 650cc, one careful owner, below:—

105gns.—Triumph Tiger Cub, 1957, 197cc ohv swing. arm, one owner; choice of 2.

72gns.—Triumph Tiger Cub, 1955 model, 197cc ohv springer, extras, one owner; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

MITCHELL ERSKINE, Kingsbury Circle.

£139.—1955 Triumph 5T, 1/3rd dep., balance 12, 18, 24 months to pay.—The Broadway, Kingsbury, N.W.9. Tel. Colindale 7504. [C1141

ARCHER OF ALDERSHOT for Triumph, etc., spares and service.—Victoria Rd. Tel. 323. [0365/R

JOHN SURTEES, West Wickham, Kent, for your Triumph.—Spring Park 3700. [C1145

COMERFORDS for Triumphs, new and second-hand, send for lists.—Thames Ditton. Ems. 4441. [C1006

ALLAN JEFFERIES for expert attention.—120, Saltaire Rd., Shipley 54271. [C1067/R

T. W. KIRBY MOTOR CYCLES, Ltd., your Triumph specialists, 10, Roneo Corner, Hornchurch. Tel. 8765. [0413

DORSET.—Triumph stockists; immediate delivery all models.—Badger Garages, Blandford, Dorset. Tel. 615. [C1166

SLOCOMBES OF NEASDEN!!! for your new 1958 Triumph, always a good selection of guaranteed used models.

SLOCOMBES.—1956 Triumph 650cc Trophy, swinging arm, alloy motor, very clean; £199/10.

SLOCOMBES.—1954 Triumph T110 650cc, swinging arm, blue sheen finish, immaculate; £169/10.

SLOCOMBES.—1954 Triumph Thunderbird 650cc, swinging arm, silver sheen, 9,000 miles only; £195.

SLOCOMBES.—1957 Triumph Tiger Cub 200cc, swinging arm, choice of 6 comp. or standard; £129/10; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. [C1115

1950 350 Triumph 3T sprung hub nacelle head; £78, terms, etc.—Avon Autos, 165, Uxbridge Rd., Ealing 4327. [6173

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock.—Goldsworth Rd., Woking 4800. [0023/R

LIGHTFOOT MOTOR CYCLES for your new Triumph.—163, High St., Potters Bar, Middlesex. Potters Bar 3129. [C1198/R

PUTNEY AUTOS for your new Triumph; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1158/R

MEETEN'S, Shannon Corner, New Malden. Tel. 3110 for immediate delivery of most 1958 Triumph models; lists free. [C1203

J. J. DOUBLE (MOTOR CYCLE), Ltd., 1958 Triumph agents; terms, spares, service, repairs.—809-811, High Rd., Goodmayes. Tel. Seven Kings 9744. [C1119/R

JIM ALVES for 100% Triumph spares, service, parts, all models, exchanges; h.p.; insurance while you wait.—97, High St., Street, Som. Tel. Street 555. [0F50/R

HARWOODS OF RICHMOND.—New 1958 Cub and T110 in stock; 1956 T100, £165.—14, 16, 18, Kew Foot Rd., Richmond. Ric 2045. ½ min station. [C1080/R

HARRY NASH.—New 1958 models in stock, 24 months H.P., any car, scooter, motor cycle exchanged.—391, King St., Hammersmith, W.6. Riv. 2537-8. [C1030

TRIUMPH WANTED

GEORGE CLARKE pay most for Triumph.—278, Brixton Hill, S.W.2.—Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

SMITH'S, 56, Chalk Farm Rd., N.W.1, want Triumph.—Gul. 2767. [0070/R

CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

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HARVEYS, 100% spares stockists.

HARVEY'S stock Triumph spares down to the last nut and bolt; also Lucas, Amal, BTH, S.U.; spares by return c.o.d.; specialised repair service for Triumphs only.—47, South Lambeth Rd., S.W.8. Rel. 6661. [0114/R

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"IF it's listed we stock it." Spares and exchange units for all models, 1937 to 1958.

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MATCHLESS, 1956, G11, 600 c.c. swinging arm, dual seat, only 2,000 miles, as new £240

VELOCETTE, 1957 Valiant, 200 c.c. twin, green and chrome, with dual seat and crashbar, only 100 miles, as new £180

MATCHLESS, 1957 G3LS, 350 c.c. O.H.V., swinging arm, dual seat, Black and Chrome £179

B.S.A., 1956 B.33, 500 c.c. O.H.V., swinging arm, dual seat, smart Maroon and Chrome. Excellent £149

ROYAL ENFIELD, 1957, 350 c.c. Clipper, swinging arm, dual seat, exceptional condition £149

TRIUMPH, 1957, "Tiger Cub", 200 c.c., swinging arm, dual seat, windshield, very lively motor £135

FRANCIS BARNETT, 1956 Cruiser, 225 c.c., swinging arm, dual seat. One owner £119

FRANCIS BARNETT, 1957 Falcon, 197 c.c., swinging arm, dual seat, l/shields and Avon Fairing £119

FRANCIS BARNETT, 1956 Falcon, 197 c.c., swinging arm, dual seat, l/shields. One owner £109

B.S.A., 1957 D3, 150 c.c. Bantam Major, swinging arm, dual seat, Maroon, under 5,000 miles, smart £99

D.K.W., 1956, 197 c.c., swinging arm, dual seat, Grey finish £89

B.S.A., 1954, C11G, 250 c.c. O.H.V., spring frame, dual seat, Maroon and Chrome, windshield £80

B.S.A., 1954 D3, 150 c.c. Bantam Major, swinging arm, dual seat, windshield, crash bar £69

THIS WEEK'S SPECIAL BARGAIN:—
SUNBEAM, 1952 S7, 500 c.c. O.H.C. Twin, Mist green, new tyres, crashbar £100

USED COMBINATIONS

MATCHLESS, 1955, G9 500 c.c. Twin, swinging arm, Maroon/Chrome, Tank with new Child/Adult s/car on 1955 Watsonian chassis. A very smart Family outfit £229

ARIEL, 1956 Huntmaster 650 c.c. Twin, swinging arm, dual seat, with Canterbury Single Seater Sports s/car, one owner from new £199

MATCHLESS, 1955, G9, 500 c.c. Twin, swinging arm, dual seat, with Watsonian Avon Sports s/car £199

B.S.A., 1955, A10, 650 c.c. "Golden Flash" Twin, spring frame, dual seat, with Watsonian Maxstoke Child/Adult saloon s/car. Black and Chrome finish £189

IMMEDIATE HIRE PURCHASE TERMS, 1/3RD DEPOSIT, BALANCE OVER TWO YEARS.

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DIILA, 1956, 200 c.c., electric starter, Maroon carrier, windshield .... £[illegible]

LAMBRETTA, 1956 LDR, 150 c.c., Grey/Red. Many extras .... £[illegible]

VESPA, 1957, 125 c.c. Blue, windshield, dual seat .... £[illegible]

TERROT, 1957, 125 c.c., 3 speed, windshield, pillion, carrier, panniers, spare wheel, low mileage, a bargain at .... £[illegible]

LAMBRETTA, 1956 LD, 150 c.c., Grey. Many extras .... £[illegible]

VESPA, 1954, 125 c.c., Green, windshield, dual seat £79

USED THREE-WHEELERS

RELIANT Regal, 1957, Mk. III Hardtop saloon, Lincoln Green and Grey. Extras £380

RELIANT Regal, 1955 Mk. II, Blue finish, and Vynide hood, one owner .... £[illegible]

BOND, 1955 2/3 seater de luxe, cream, electric starter .... £[illegible]

WANTED FOR CASH OR PART EXCHANGE LATE MOTOR-CYCLES OF ALL POPULAR MAKES, ALSO RELIANT AND BOND THREE-WHEELERS. EXISTING HIRE PURCHASE ACCOUNTS SETTLED.

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GEORGE GROSE Ltd. Ludgate Circus E.C.4. Cen. 5561 Triumph Lucas. Amal. c.o.d. service [0354

HARWOODS OF RICHMOND. Ltd.—100% Triumph spares stockists; ½ min. Stn.—Ric. 3045. [81060/R

GLANFIELD LAWRENCE. Triumph spares stockists. —407, High Rd., N. Finchley, N.12. Fin. 0091. [81044/R

WHITBYS OF ACTON.—All Triumph, Lucas, Amal spares.—263, Acton Vale, London, W.3. She 6785. [81125/R

S. A. COLES for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10. Ley. 7171. [81017/R

JIM ALVES for 100% spares, service, parts, by return, c.o.d.—97, High St., Street, Som. Tel. Street 355. [0251/R

BILLY BRIGGS, Lancashire's largest stockists.—By return c.o.d.—319, Chapel St., Salford. 3. Bla. 1554. [0450/R

CLAUDE RYE, Ltd., Triumph specialists.—Comprehensive range, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [81105/R

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ELEANOR MOTORS.—Triumph spares, trade supplied, quotation cash or c.o.d. by return.—265-9, Mare St., Hackney, E.8. Amherst 5134/3923. [0316

GATEHOUSE MOTORS, Ltd.—100% Triumph spares stockists; c.o.d.; immediate attention.—196, Archway Rd., Highgate, N.6. Fitzroy 1666. [81055/R

F. FREEMAN, Ltd.—100% Triumph spare stockists; c.o.d.; immediate delivery.—94, Hammersmith Bridge Rd., W.6. Tel Riverside 2267. [0584/R

PULLINS MOTOR CYCLES.—Largest Triumph spares stockists; c.o.d. service; open Sundays 9 to 12.—84, Lordship Lane, S.E.22. For. 2314. [0612/R

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KAYS OF EALING, Ltd., Triumph spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [81075/R

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PUTNEY AUTOS.—Genuine spares for post-war models.—24hr c.o.d. service; tremendous range in stock.—263, Putney Bridge Rd., S.W.15. Putney 6887. [81119/R

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200. Vast range of Triumph spares. Call or send c.o.d. [81169/R

BRACKPOOLS.—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—Tel. For. 2585. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. [0502/R

GODFREY'S, Ltd., Triumph spares specialists; c.o.d. —226-234, London Rd., Croydon. Cro. 3641-3 208, Great Portland St., W.1. Eus. 4632-4; and 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., East Ham. Gra 8088. [81052/R

T.W.N.

SOLE U.K. concessionaires for Contessa and Tessy Super scooters.—Industria (London), Ltd., 248, Holloway Rd., N.7. North 6381. [0214

COMERFORDS.—£185!! 1957 T.W.N. Contessa, as new throughout.—Portsmouth Rd., Thames Ditton. Emb. 5551. [C1006

VELOCETTE

VELOCE, Ltd., Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 1145. [0170/R

ROWLAND SMITH'S for Velocette.

ALL models supplied.

105gns.—Velocette 1954 349cc o.h.v. swinging arm, seat; choice of 2; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

GODFREY'S, Ltd., all models, all depots; see display advertisement. [C1052/R

L. STEVENS, Ltd., the country's leading Velocette specialists for nearly 30 years, offer:—

£165—Undoubtedly the smartest second-hand MSS in existence, 1955 but indistinguishable from brand new except to the most expert observer, indeed better than new in some respects with several extra parts chromium plated.

£129/10.—Choice of two 1955 MSS's, both smart and in good mechanical condition.

£99/10.—Very quiet and clean 1955 LE, only 9,000 miles, screen and panniers.

£27/10.—1937 KSS, alloy head and guards, chrome tank.

£22/10.—1937 MSS, tidy but needs a few jobs done.

DUE to the prospective customer's last minute change of plans the Clubman Venom advertised last week is after all unsold and offered again at £229/10.

NEW Venoms, Vipers, MACs, LEs and Valiants for immediate delivery.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherds Bush 1154. [C1151

HUMPHREYS.—Velocette sales, spares and service; new machines in stock for immediate delivery.

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 5326. [C1058/R

A. H. TOOLEY, Velocette specialists, Station Garage, Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 2874. [0040/R

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300 NEW 1958 MODELS

MOTOR CYCLES

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AMBASSADOR Statesman 175 c.c.	[illegible]
AMBASSADOR Supreme 200 c.c. Twin	[illegible]
A.J.S. Model 16MC 350 c.c. Trials	[illegible]
A.J.S. Model 16 MS 350 c.c.	[illegible]
A.J.S. Model 18S 500 c.c.	[illegible]
A.J.S. Model 20 500 c.c. Twin	[illegible]
A.J.S. Model 30 600 c.c. Twin	[illegible]
ARIEL Colt 200 c.c. O.H.V. 4-speed	[illegible]
ARIEL 350 c.c. Red Hunter Model NH	[illegible]
ARIEL 500 c.c. Red Hunter Model VH	[illegible]
ARIEL 600 c.c. S.V. Model VB	[illegible]
ARIEL 650 c.c. Huntmaster Twin	[illegible]
ARIEL 1,000 c.c. Square Four	[illegible]
B.S.A. 150 c.c. Bantam	[illegible]
B.S.A. 175 c.c. Bantam Super	[illegible]
B.S.A. 250 c.c. Model C12	[illegible]
B.S.A. 350 c.c. Model B31	[illegible]
B.S.A. 500 c.c. Model B33	[illegible]
B.S.A. 600 c.c. S.V. Model M21	[illegible]
B.S.A. 500 c.c. Model A7 Twin	[illegible]
B.S.A. 500 c.c. Shooting Star Sports Twin	[illegible]
B.S.A. 650 c.c. Model A10 Twin	[illegible]
B.S.A. 650 c.c. Super Road Rocket Twin	[illegible]
B.S.A. 500 c.c. Gold Star, Clubman's trim	£310 18 7

HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit, balance payable over 12, 18 or 24 months

Model	Cash Price
DOT, 197 c.c. Model TDHX-4 Trials Model	[illegible]
FRANCIS-BARNETT 174 c.c. Plover 78	[illegible]
FRANCIS-BARNETT 197 c.c. Falcon 81	[illegible]
FRANCIS-BARNETT 249 c.c. Cruiser 80	[illegible]
JAMES Comet 98 c.c. 2-speed	[illegible]
JAMES 150 c.c. Cadet 3-speed	[illegible]
JAMES 175 c.c. Cavalier 4-speed	[illegible]
JAMES 200 c.c. Captain 3-speed	[illegible]
JAMES 250 c.c. Commodore 4-speed	[illegible]
JAWA 250 c.c. and 350 c.c. Twin models from	[illegible]
MATCHLESS 350 c.c. Model G3LS	[illegible]
MATCHLESS 500 c.c. Model G80S	[illegible]
MATCHLESS 500 c.c. Model G9 Twin	[illegible]
MATCHLESS 600 c.c. Model G11 Twin	[illegible]
MATCHLESS 600 c.c. Mod. G11CSR Sports Twin	[illegible]
NORTON 500 c.c. Dominator Model 88	[illegible]
NORTON 600 c.c. Dominator Model 99	[illegible]
TRIUMPH 200 c.c. Tiger Cub	[illegible]
TRIUMPH 200 c.c. Tiger Cub Trials Model	[illegible]
TRIUMPH 350 c.c. Twin Model Twenty-One	[illegible]
TRIUMPH 500 c.c. Speed Twin	[illegible]
TRIUMPH 650 c.c. Thunderbird Twin	[illegible]
TRIUMPH 500 c.c. Tiger 100	[illegible]
TRIUMPH 650 c.c. Tiger 110	[illegible]
ZUNDAPP 200 c.c. Model 2018	[illegible]

NEW SCOOTERS

Model	Cash Price
BOND, 150 c.c. Scooter	[illegible]
B.S.A. 70 c.c. Dandy 2-speed	[illegible]
D.K.R. Dove, Pegasus and Defiant from	[illegible]
DAYTON 250 c.c. Albatross Continental	[illegible]
DURKOPP 200 c.c. Diana, all colours	[illegible]
HEINKEL 174 c.c. Tourist Scooter	[illegible]
ISO 150 c.c. 4-speed and dualseat	[illegible]
LAMBRETTA 125 c.c. Model LD	[illegible]
LAMBRETTA 150 c.c. Model LDB	[illegible]
LAMBRETTA 150 c.c. Model LDA	[illegible]
LAMBRETTA 150 c.c. Riviera, Mayfair from	[illegible]
LAMBRETTA 175 c.c. Model TV	[illegible]
MAICOMOBIL 197 c.c. spare wheel, screen	[illegible]
MAICOLETTA 250 c.c., all colours	[illegible]
N.S.U. 150 c.c. Prima	[illegible]
T.W.N. 200 c.c. Contessa Twin	[illegible]
VESPA 125 c.c. Standard Model	[illegible]
VESPA 150 c.c. Clubman Model	[illegible]
VESPA 150 c.c. Model G.S. Sports	[illegible]
ZUNDAPP 150 c.c. Bella Model 154	[illegible]
ZUNDAPP 200 c.c. Bella Model 204	[illegible]

NEW MINI-CARS

Model	Cash Price
B.M.W. Isetta 300 c.c. Standard Model	[illegible]
B.M.W. Isetta 300 c.c. Plus Model	[illegible]
BOND, all models in stock from	[illegible]
HEINKEL 174 c.c. Cabin Cruiser	[illegible]
HEINKEL 204 c.c. Cabin Cruiser	[illegible]
MESSERSCHMITT Convertible and De Luxe	[illegible]

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B.S.A., 1956, Gold Star 500 c.c. O.H.V. Clubmans	£199
NORTON, 1956, 88 500 c.c. O.H.V. de luxe, Avon screen	£199
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A.J.S., 1956, Model 30 600 c.c. O.H.V. Twin, s/arm	£209
TRIUMPH, 1957, 6T 650 c.c. O.H.V. Twin, s/arm, gold	£209
B.S.A., 1957, A10 650 c.c. O.H.V. Twin, s/arm, spr.	£209
TRIUMPH, 1957, T100 500 c.c. O.H.V. Sports Twin	£219
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WHITBYS OF ACTON.—All Villiers spares and exchange units.—263, Acton Vale, London, W.3. She 6785. [S1128/R

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models; s.a.e. quote by return.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/1/R

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N.S.U., 1955, Quickly 50 c.c. 2-speed, speedo, etc.	£29
ZUNDAPP, 1956, Combinette Model 422, spring frame	£35
LAMBRETTA 1957, 48 c.c. 2-speeder, l/shields	£35
N.S.U. 1956, Quickly 50 c.c., speedo., windscreen	£35
BINETTA, 1957, De Luxe, 47 c.c., with panniers	£39
PHILIPS, 1957 Gadabout, red/chrome, legshields	£39
ZUNDAPP, 1957, Combinette, 50 c.c., screen, legshields	£45
BINETTA, 1957, Super De Luxe, springer. As new	£45
N.S.U., 1957, Quickly De Luxe, with screen. Green	£45
ZUNDAPP, 1957, Combinette 423 De Luxe. Immaculate	£49
N.S.U., 1958, Quickly Super, streamline, springer	[illegible]
BINETTA, 1958, Super Sports Mk. 3, red/grey. As new	[illegible]
VESPA, 1952, 125 c.c. model in maroon and complete with carrier and pillion seat	£59
VESPA, 1955, 125 c.c. Model 42L2, with dual seat, colour light green, carrier and windscreen	£85
LAMBRETTA, 1955, Model LD 150 c.c., colour red and grey, with windshield and pillion seat	£89
LAMBRETTA, 1956, Model LDB 150 c.c., in grey with blue side panels, spare wheel and carrier	£99

HIRE PURCHASE TERMS
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ZUNDAPP, 1955, Bella 200 c.c., 4-speed, footchange, with dual seat, rear carrier and windshield	£109
LAMBRETTA, 1957, Model LDB 150 c.c. Mk. II, with windshield, pillion and carrier. Blue/grey	£119
ZUNDAPP, 1957, Bella Model 154, electric starter, colour oyster grey, dual seat and rear carrier	£139
LAMBRETTA, 1957, Model LDB Mark III, 150 c.c., blue/grey, windscreen, spare wheel and carrier	£139
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T.W.N., 1957, Contessa 200 c.c. twin piston, with dual seat and windshield. Colour two-tone blue	£150
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COMERFORDS for Zundapp Combinette and Bella.—Portsmouth Rd., Thames Ditton. [C1006

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MOTOR CYCLES MISCELLANEOUS

BROOKERS NORTH LONDON.

A GRAND selection of 1958 models, including Lambretta scooters and N.S.U. Quickly, in stock.

A COMPREHENSIVE stock of good used combinations and solos: excellent h.p. facilities; all machines road tested.

2, Queens Parade, Green Lanes, Hornsey, N.8. Tel. Mountview 0284. 2 mins. from Turnpike Lane Tube Station. A few doors from Queen's Head Hotel. [C1135/R

ASHBYS OF STONEBRIDGE, Ltd.

SELECTED Sale Bargains.

£129 10.—1958 Triumph Tiger Cub, s/arm, 200 miles, as new.

£29 10.—1953 Royal Enfield Ensign, 150cc, springer, solo.

£139 10.—1954 A.J.S twin 500cc s/arm, very clean.

£109 10.—1953 Triumph Tiger 100 twin, s/hub, screen, panniers.

£189 10.—1956 Matchless G11 Super Clubmans twin, s/arm.

£59 10.—1951 Royal Enfield twin, 500cc s/arm, very good.

£169 10.—1956 Norton 88 Dominator twin de luxe, s/arm.

£189 10.—1956 Norton 99 600cc dommy de luxe, s/arm.

COMBINATIONS

£89 10.—1953 Ariel 600cc sv and Canterbury Crusader, saloon, super clean.

£139 10.—1954 Norton twin 500cc s/arm and Canterbury Crusader saloon.

£179 10.—1955 Norton 88 twin de luxe and Avon sports on s/arm chassis, Avon fairing.

£189 10.—1956 B.S.A. M21 600cc springer and large Maxstoke full-door 2/seat saloon.

£159 10.—1954 Enfield Meteor 700cc twin, s/arm and new Raven c/a saloon.

£269 10.—1957 Ariel 600cc twin, s/arm, and Jet 80 sport matching outfit.

£289 10.—1957 A.J.S 600cc twin, s/arm, and matching Jet 80 sports, superb.

£309 10.—1957 Triumph Tiger 110 twin, s/arm, and 1958 Busmar Lancastria 2/seat, superb.

MANY others in stock.

ONE-THIRD deposit, balance 12, 18, or 24 months; exchanges welcomed.—Ashby's of Stonebridge, Ltd., 33, Hillside, Harrow Rd., Stonebridge, N.W.10. Elgar 4488. [C1074

CHARLES SIMPSON MOTORS offer:—

1958 Triumph 21, 6,000 miles only; £200.

1956 Triumph T110 and Swallow Jet 80 sidecar; £339.

1955 Triumph Thunderbird, s/a suspension, super snip at £169.

1955 series D Vincent Black Shadow, and d/a saloon sidecar; £339.

1953 B.S.A. Golden Flash and d/a saloon sidecar, very well maintained, fully equipped; £169.

CHARLES SIMPSON MOTORS, Ltd., Staples Corner, Hendon, N.W.2. Gladstone 1921/1246. Part exchanges a speciality on both motor cycles and cars. [C1154

MAYBANK MOTOR CYCLES offer:—

1957 N.S.U. Prima scooter, self-starter, screen, spare wheel and carrier, this machine has done only 1,150 miles, absolutely as new; £169.

1950 regd. B.S.A. M20, running order; £15.

1948 regd. Ariel 350cc, good runner; £8.

TERMS exchanges.—5, Maybank Rd., South Woodford, E.16. Wanstead 1829. [C1142

COULSDONS MOTOR CYCLES offer:—

1958 Triumph Tiger Cub, under 300 miles, as new; £129.

1956 Triumph swinging arm 500cc Speed Twin, fitted 1958 Canterbury Warrior sports sidecar on spring chassis; £219.

1950 Royal Enfield 350cc ohv. model G; £39.

20 used s/c in stock, d/a, c/a and sports from £10; terms, exchanges; main James agents.—306, Brighton Rd., Coulsdon, Surrey. Uplands 7887. [C1011

MITCHELL ERSKINE, Ltd. (Palmers Green) offer:—

1958 model 77 Norton 600cc twin, fitted a new 1958 2-seater Canterbury Venom on GMC 9A chassis, s/arm, wheel-brake, very attractive outfit, at £299.

1956 Triumph Thunderbird s/arm, 650cc twin, fitted Canterbury c/a s/car, ideal family outfit; at £229.

1954 B.S.A. Shooting Star 500cc twin springer, fitted Garrard 890 single-seater s/car, very nice touring outfit; at £179.

1947 Ariel 600cc sv, fitted streamline c/a saloon s/c, economical outfit; at £59.

1956 Triumph Speed Twin 500cc s/arm, immaculate machine; £179.

1955 Triumph Thunderbird 650cc twin, twin spots, crash bar, very attractive machine; at £179.

1957 B.S.A. 250cc C12 model s/arm, panniers, very clean; at £119.

1950 Norton Dominator 500cc springer twin, fitted with Amal twin carburettors and high compression pistons, very fast machine; at £95.

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15 Green Lanes, Palmers Green, N.13. Bowes Park 5322 and 4976. [C101

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'55	B.S.A. 500 c.c. A7 Twin, s/arm, lightwhite, carrier, etc.	£149 10
'56	LAMBRETTA 150 c.c. LD2B model, 4,000 miles only	£145 10
'54	MATCHLESS 350 c.c. G9/3, s/arm, carrier, etc.	£129 10
'55	JAMES 225 c.c. Colonel, s/arm, fitted panniers	£85 10
'54	DOUGLAS Vespa 125 c.c. Scooter, exceptional condition	£60 10

COMBINATIONS

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'55	NORTON 500 c.c. 19S, s/arm, fitted Swallow Cutaway C/A full door saloon sidecar	£189 10
'54	B.S.A. 500 c.c. B33, springer, fitted Watsonian Avon on V.G.21 chassis	£169 10
'55	JAMES 225 c.c. Colonel, s/arm, fitted lightweight S/S saloon sidecar	£119 10
'51	NORTON 500 c.c. E.S.2, springer, fitted Watsonian Avon S/S on V.G.21 chassis	£100 10
'49	ARIEL 1,000 c.c Square Four, fitted Watsonian Clifton 2-str. sal. sidecar on V.G.21	£99 10
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'56	FORD Anglia saloon, heater, 14,000 miles	£450
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'54	FORD Popular saloon, excellent condition	£350
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'46	HILLMAN Minx saloon, excellent condition	£199
'56	MORRIS Minor de luxe saloon, 11,000 miles	£499
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BOND Minicar de luxe, Brit. racing green	£319	8	11
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BOND, Mk. E Minicar. A handsome model	£379	15	[illegible]
GORDON de luxe, motoring at 1½d. per mile	£322	18	[illegible]
HEINKEL, 175 c.c. Cabin Cruiser, choice colour	£370	15	0
HEINKEL, 204 c.c. Cabin Cruiser. Good choice	£406	7	[illegible]
ISETTA, 300 c.c. Bubble-car. Choice colour	£365	19	[illegible]
MESSERSCHMITT, KR.200 Cabin scooter	£330	[illegible]	[illegible]
MESSERSCHMITT, KR.201 Sports Convertible	£330	[illegible]	[illegible]
RELIANT, Regal Coupe, choice colour, 7 h.p.	£436	[illegible]	[illegible]
RELIANT Regal Hardtop, duo-tone finish	£446	[illegible]	0
BINZ, 49 c.c. Lightweight Scooter. Mist green	£108	[illegible]	[illegible]
D.K.R., 150 c.c. Dove, choice colour, d/seat	£168	15	[illegible]
BOND, P1, 150 c.c., starter, dualseat, etc.	£184	19	[illegible]
D.K.R., 150 c.c. Pegasus, Siba-Dyna-Start	£177	[illegible]	1[illegible]
D.K.R., 200 c.c. Defiant, ivory/blue, el. str.	£180	[illegible]	[illegible]
DOUGLAS, Vespa, 125 c.c. Standard, choice colour	£148	12	11
DOUGLAS, Vespa, 150 c.c., Clubman, d/seat, etc.	£168	4	[illegible]
DOUGLAS, Vespa, 150 c.c. G.S., leading scooter	£194	17	[illegible]
DURKOPP, Diana, 200 c.c., elec. starter, pillion	£224	11	[illegible]
ISO, 150 c.c., 4 speed, Italian sensation	£175	14	[illegible]
MOBY, Super French Scooter, pillion, etc.	£150	19	[illegible]
PEUGEOT, S150B, 150 c.c., sp. wh. carr., etc.	£183	[illegible]	[illegible]
TERROT, pre-selector gearbox, pillion	£140	7	[illegible]
ZUNDAPP, 150 c.c. Bella, pillion, etc., ch. col.	£187	3	[illegible]
ZUNDAPP, 200 c.c. Bella, elec. starter, pilln.	£206	16	9

SELECTED USED VEHICLES

1953	A.C. PETITE, excellent coachwork and uphol.	£175
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1957	BERKELEY Sports, tuned, Excelsior engine	£425
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1956	BOND Minicar, de luxe, dark green. Immac.	£215
1956	BOND Fam. 4, starter, etc., red. Spotless	£245
1957	BOND Fam. 4 de luxe. Excellent appearance	£275
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1956	GORDON, de luxe, V.G. tyres. Low mileage	£195
1957	HEINKEL Cabin Cruiser, coral pink. Immac.	£315
1957	MESSERSCHMITT, KR200 de luxe. All extras	£295
	MORGAN, 1,000 c.c. "JAP" engine. Overhauled	£149
1955	RELIANT Regal Hardtop, Mk. 3. One owner since new, 3,000 miles only. Red, cond. as new	£425
1957	ACHILLES, 49 c.c. Lido. Moped, screen, etc.	£59
1956	BERINI, 49 c.c. 2 speed Moped. Good paintwork	£39
1957	BERINI, 49 c.c. 2 speed Moped. Fluveri engine	£49
1956	BOWN, 49 c.c. Sachs engine, carrier, etc. Clean	£35
1957	B.S.A. Dandy, 70 c.c., sprung frame. Excellent cond.	£59
1950	CYCLEMASTER on special Velo-Solex bicycle	£15
1957	DIANA, 200 c.c. 4 speed, elect. starter, etc., immaculate	£159
1952	DOUGLAS, Vespa, 125 c.c. Needs attention	£49
1953	DOUGLAS, Vespa, 125 c.c. Really handsome. Bargn.	£79
1955	DOUGLAS, Vespa, 125 c.c., green, sprung d/seat	£99
1957	DOUGLAS, Vespa, 125 c.c. Very low mileage	£125
1957	DOUGLAS, Vespa, 150 c.c., tyres as new, sp. wh.	£129
1955	LAMBRETTA, 150 c.c. Model LD. Excellent tyres	£95
1956	LAMBRETTA, 150 c.c. Under 6,000 miles. Immac.	£129
1956	LAMBRETTA, 150 c.c. Model D Sports. Spotless	£109
1957	LAMBRETTA, 150 c.c. Many extras. Well kept	£129
1957	N.S.U. Quickly, 49 c.c., screen, panniers, etc.	£59
1957	N.S.U. Prima, 150 c.c. Extras, green, immaculate	£169
1958	MOBY, negligible mileage. Abs. as new	£115
1957	PIATTI, 125 c.c. Many extras, V.G. cond.	£95
1957	PUCH, 125 c.c. Electric starter, pillion, etc.	£129
1958	TERROT, scarcely used, pre-selector g/box	£129
1957	T.W.N. Contessa, 200 c.c., starter, etc., Superb	£169
1957	VINCENT, 49 c.c. Cyclemotor on Gent's cycle	£15
1957	ZUNDAPP, 50 c.c., 1 owner since new. Immaculate	£59
1954	ZUNDAPP, 150 c.c. Bella, good tyres and paint	£109
1954	ZUNDAPP, Scooter, and '57 Blacknell Gnat	£169
1955	ZUNDAPP, Scooter and matching Z'dapp s/car	£169
1956	ZUNDAPP, Bella, 150 c.c. Very good condition	£125
1955	ZUNDAPP, 200 c.c. Bella, 4 speed, pillion, etc.	£139
1956	ZUNDAPP, 150 c.c. Bella, screen, etc. Low mileage	£135
1957	ZUNDAPP, Bella, 200 c.c. 1 owner. As new	£159

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For which I would like £ ....

Name ....

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MOTOR CYCLES MISCELLANEOUS

SID FRANKLEN offer:—

1956 (h/e) Matchless 600cc G11 twin, s/arm springer, very clean, low mileage; £195.
1955 Triumph 650cc T110, s/arm springer, very immaculate, highly recommended; £179.
1954 Triumph 650cc 6T Thunderbird, sprung hub and c/a saloon s/c, very nice outfit; £169/10.
1956 Triumph 650cc T110, s/arm springer, low mileage, very clean; £197/10.
1952 A.J.S. 500cc Model 20 twin, s/arm springer, well maintained, absolute bargain; £115.
1955 B.S.A. 250cc C11G ohv, springer, as new, really smart, tidy machine; £95.

PART exchange and hire purchase welcomed.—480, Barking Rd., Plaistow, E.13. Albert Dock 1180/4094. [8174

JACK KENDALL OF ISLINGTON offer:—

1955 A.J.S. 350 sw. arm; £149.
1954 A.J.S. 500cc sw. arm, £129.
1953 A.J.S. 500 twin; £129.
1956 James 225cc sw. arm; £99.
1956 B.S.A. 250 ohv; £115

COMBINATIONS.

1954 A.J.S. 500 sw. arm, fitted c/a sidecar on sprung chassis; £169.

ONE-THIRD deposit h.p. over 12, 18 and 24 months.

SOME other bargains for callers.—324, York Way, Islington, N.1. Tel. North 5300. [C1015

WEST LONDON MOTOR AGENCIES offer:—

1951 A.J.S. and 1957 Watsonian light Maxstoke; £125.
1950 Triumph 6T, springer, and Garrard 890 Mar. 2; £125.
1950 Norton ES2 and Watsonian Avon; £105.
1954 B.S.A. M21 and Canterbury c/a saloon on VG21 chassis with wheel brake; £159/10.

H.P. terms and exchanges.

436 Uxbridge Rd., W.12. She. 1121. [C1133

HARRY NASH.—All 1958 models leading makes; last reduction off new 1957 models.
H.—1958 Vespa 150 Clubman 58 miles only, £139; 1958 Vespa 125 42L2, 137 miles, £125.
H.—1958 Bella 200, self start, unmarked, £179; 1954 Vespa, beautifully kept, bargain, £65.
H.—1955 Ambassador 225, one owner, £89; 1955 Ariel Colt, extra smart, £75.
H.—1949 Matchless 500 2-seat saloon, £69; 1957 Lambretta 150 Mark III, extras, £127; many high class bargains, see under B.S.A., Ariel, Matchless, Norton columns; 24 mths. h.p.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

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1955 B.S.A. Golden Flash springer, fitted double adult Canterbury with full opening door, in superb order; £245.
1955 Norton Dominator 88, finished in Dominator red an outstanding example; £185.
1955 Matchless G9 500cc twin, taxed year, one owner, low mileage; £175.
1955 A.J.S. 500cc twin, fitted many extras including matching panniers; £175.
1954 Ariel 350cc Red Hunter, swinging arm, in immaculate condition, mechanically superb; £135.
1949 (Sept.) Vincent HRD 998cc twin, fitted with 1957 Canterbury Hawk on sprung and brake wheel chassis, for the enthusiast; £195. [C1014

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VESPA 1951-2, really clean, nice runner; £42.
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BOND 1953 Minibyke, very good; £18.
NORTON, 1953 reg., 490cc 16H, splendid condition; £24.
BROUGH 1937 SS80, f/ch., runs nicely; £40.
B.S.A., 1954 reg., ex-W.D. M20, very good; £24.
EXCELSIOR 1956 Super Byke, 2-sp., very nice; £29.
WRITE for lists, dozens of similar bargains at Dawsons Motors, Shakespeare St., Nottingham. Tel. 41181. [C1029

FISHERS OF ACTON, one-third deposit, balance 12, 18 & 24 mths.
1946 Ariel 600cc sv; £15 cash.
1947 Ariel 600cc, tele. forks; £35.
1948 regd. Norton 633, d/a full-door s/c; £49/10.
1950 Norton ES2 500cc springer, late Maxstoke c/a saloon; a gift at £119/10.
1952 Excelsior 250cc Talisman twin; £59/10.
1935 Scott 600cc with sports s/c; £39/10.
1950 Panther 600cc, large Maxstoke c/a saloon; £79/10.
1946 Matchless c/a saloon, very clean; £59/10.
B.S.A. Wing Wheel, complete; £11/10 cash.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007. 3 mins. Acton Undeground. [C1006

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1957	A.C. Petite, choice of 2	£309
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1955	BOND (Oct.) Family de Luxe	£229
1956	GORDON, lovely condition choice of 2	£199
1957	GORDON, two-tone, one owner	£229
1956	ISETTA (Dec.), very smart car	£283
1957	ISETTA, choice of 3 from	£285
1955	MESSERSCHMITT KR175	£179
1955	MESSERSCHMITT (Dec.) KR200	£245
1956	MESSERSCHMITT (Dec.) KR200	£249
1957	MESSERSCHMITT KR200 de luxe, except.	£289
1956	POWERDRIVE (Dec.) Only 2,500 m. immac.	£275
1953	RELIANT Coupe (Nov.)	£250
1954	RELIANT Regal Coupe, exceptional car	£269
1955	RELIANT Coupe, first class	£299
1956	RELIANT Coupe, 13,000m., many extras	£319

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Best Hire Purchase. Motor Cycles, Scooters and Cars taken in Part Exchange. Demonstration without obligation.

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With the new Mark E Bond Minicar parking is certainly no longer a problem. Comfort is equal to any large car, but with the Mark E petrol consumption is 85 per gallon with a cruising speed of 50 m.p.h. and costs only £379/13/9 incl. P.T.

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Mostly under £400. On show at our greatly enlarged showrooms in Canterbury Road. Six months' written guarantee on all post-war cars.

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1951	**HILLMAN** Convertible, heater	379
1951	**VOLKSWAGEN**, left hand drive, one owner, immaculate	389
1955	**FORD** Popular, recond. engine, extras	329
1940	**ARMSTRONG SIDDELEY** Hurricane drophead coupe	299

PART EXCHANGES

Come to us with your exchange problems, whether you own a car, motorcycle or 3-wheeler.

●

See our other column advertisement in this issue.

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KILBURN BRIDGE, N.W.6

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MAIDA VALE 6044 Open 9-8 Six Days

Car Showrooms:

Canterbury Road, N.W.6

MOTOR CYCLES MISCELLANEOUS

REX JUDD.—1951 125cc B.S.A. Bantam, spring frame: £39.

REX JUDD.—1951 250cc B.S.A. C10, smart and reliable: £59.

REX JUDD.—1954 150cc B.S.A., just had engine overhaul: £59.

REX JUDD.—1954 250cc B.S.A. C11G, spring frame one owner only: £95.

REX JUDD.—1954 350cc B.S.A., spring frame, dual seat, really immaculate: £105.

REX JUDD.—1954 500cc B.S.A. M33, spring frame and Watsonian Avon sidecar, complete overhaul, very smart outfit: £175.

REX JUDD.—1948 600cc Norton with s/s sidecar, a real snip, (not ex-W.D.): £79.

REX JUDD.—1950 98cc James, as brand new, battery lights, very clean and smart: £39.

REX JUDD.—1951 Triumph 5T, sprung hub, dual seat, a real nice job: £95.

REX JUDD.—1953 Triumph 6T, its so immaculate must be seen to be believed: £139.

REX JUDD.—1958 Velocette Valiant 1,700 miles only, immaculate: £179.

REX JUDD.—1957 49cc Leopard, swinging arm, very low mileage, as new: £55.

REX JUDD.—1956 49cc Lambretta Moped: £29.

REX JUDD.—1955 150cc Lambretta, excellent condition throughout: £115.

REX JUDD.—1958 175cc N.S.U. Prima V, windscreen, self-starter, 1,000 miles only; £205.—High St., Edgware 3944/0862. [1077

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield. Tel. Howard 1631, 2923.

1956 350cc B.S.A. B31 with windscreen; £149.

1955 98cc Excelsior Consort; £37/10.

1957 150cc James Cadet, one owner; £88.

1953 98cc Norman autocycle; £25.

1957 98cc James Comet, one owner, windscreen, leg shields, battery lighting; £79. [C1139

AUBREY BOSWORTH for all kinds of new and used scooters and motor cycles, on easiest terms, part exchanges, immediate delivery.

385 High Rd., Kilburn, N.W.6. Tel. Maida Vale 0932. [C1170

WALLY HAINSBY, 295, West End Lane, London, N.W.6. Tel. Swi. 2896. H.p. terms ⅓ deposit, balance 12-24 months; part exchanges welcomed.

£149—1956 Ariel 350cc s/arm, one owner showroom appearance.

£135—1956 A.J.S. 500cc s/arm, a genuine bargain.

£115—1954 B.S.A. 500cc s/arm, new tyres, perfect throughout.

£99—1954 Ariel 350cc s/arm completely recond. engine, must be run in.

£82—1955 Francis-Barnett 225cc s/arm, one owner, as new.

£169—1954 Sunbeam S7, mist green with 1956 Canterbury c/adult sidecar, whole outfit in first class condition.

ALL our machines are workshop overhauled.

WALLY HAINSBY has many other good bargains not advertised; it's worth a visit. [C1145

COMERFORDS for motor cycle bargains; 1,000 machines in stock; let us have your enquiry; we will quote you by return.—Portsmouth Rd., Thames Ditton, Surrey. Emb. 5531. [C1006

CALLERS only.—Motorised cycles from 5gns cash (some needing attention); motor cycles from 8gns cash (some needing attention); list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. [C1114

G. K. RAE, Chiswick, offers a magnificent stock of over 100 carefully selected modern machines at real bargain prices on very easy terms, wonderful allowance on your old machine; established over 30 years and known for courtesy and honest dealing remember! Whether buying or selling it always pays you to "call to-day on G. K. Rae."—Ask your Dad!

G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. [C1107/R

L. STEVENS, Ltd., the Velo specialists, wish to clear the following taken in part exchange: £25, 1954 98cc, 2-speed James, speedo, runs really well; £39/10, 1956 98cc 2-speed Excelsior, one owner, almost perfect; £39/10, 1947 (reg.) M20 B.S.A. and single-seat saloon sidecar; £99/10, 1955 Francis-Barnett Cruiser, taxed, panniers; £125, 1954 500cc 18MS A.J.S., just fitted new big end and mains.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherds Bush 1154. [C1151

RAY KEMPSTER, Ltd.—1957/8 Ariel 4, £240; 1956 A.J.S. spring twin, £189; 1956 O.E.C. 250, £59; 1955 James 197, £79; 1957 Lambretta LD, £129; 1956 Francis-Barnett 225, £89; 1951 B.S.A. C11, £49; 1956 B.S.A. B3 s/a £69; many others; exchanges, terms, insurance, etc., personal attention; full satisfaction.—344-346, Upper Richmond Rd. West, East Sheen, S.W.14. Pro. 9440. [C1144

DISMANTLED MACHINES

1954 B.S.A. Bantam; M21 B.S.A. engine £7/10.—Bennetts, 26, Naylor Rd., S.E.15. New 3137. [C1081

THREE-WHEELERS AND CARS

CARS, vans, and new Morgans.—Ron McKenzie, Stretford, Manchester. [C1086

COMERFORDS.—Sixty machines to be knocked-out for cash to callers; prices from £10; all at approximately half their normal price; this is a genuine clearance, no reasonable offer refused; delivered free within 5 miles or free on rail.—Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [C1006

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THE SPECIALISTS FOR QUALITY MACHINES
all available on HIRE PURCHASE

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'54	**SUN**, 122 c.c. spgr., excellent cond.	£45
'54	**R. ENFIELD**, 150 c.c. Ensign, s/c.	£49
'52	**B.S.A.**, 125 c.c. D1, spgr.	£55
'53	**B.S.A.**, 125 c.c. Bantam, spgr.	£59
'53	**SUN**, 197 c.c. spgr., Immaculate	£65
'54	**TRIUMPH**, 150 c.c. Terrier, spgr., Immaculate	£69
'48	**NORTON**, 500 c.c. O.H.V. M18. Very smart	£69
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'54	**DOT**, 197 c.c., s/arm, Trials model	£79
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'50	**MATCHLESS** [illegible] c.c. Comp., good engine	£85
'48	**NORTON**, 500 c.c. ES2, spgr.	£89
'57	**B.S.A.**, 150 c.c. D3, s/arm, choice of 2	£89
'56	**JAMES**, 197 c.c., s/arm, superb	£90
'55	**F.-BARNETT** 225 c.c. Cruiser, engine o/hauled	£99
'53	**B.S.A.**, 500 c.c. A7 Twin, springer	£119
'51	**B.S.A.** 650 c.c. Twin, spgr., beige	£119
'56	**F.-BARNETT**, 250 c.c. Cruiser, panniers, etc.	£119
'50	**A.J.S.**, 500 c.c., Twin, spgr.	£120
'54	**ARIEL**, 350 c.c. s/arm, spgr.	£129
'56	**ARIEL**, 350 c.c. s/a spgr., excell'ent	£135
'54	**TRIUMPH**, 500 c.c. Spd. Tw., s/hubs, [illegible]	£140
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'55	**A.J.S.** 350 c.c., s/arm full hubs	£150
'56	**MATCHLESS** 350 c.c., s/arm, with carrier	£160
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'56	**NORTON** 600 c.c. Featherbed 99. Immaculate	£200
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'56	**NORTON** 600 c.c. Model 99, s/arm, Immac.	£215
'57	**NORTON** 600 c.c. Mod. 99, s/arm. As brand new	£250

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New	**STANDARD** 8, black	£636 17
1936	**FORD** 8, good runner	£50 0
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1954	**FORD** Popular, blue, recond. engine	£300 0
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1956	(Oct.) **FORD** Prefect, sunroof, Immac.	£545 0
1956	**FORD** Prefect de luxe, 4,000 m., htr.	£615 0

COMBINATIONS

'46	(reg.) **TRIUMPH** 500 c.c. and s/str., s/car	£35
'48	**B.S.A.**, 500 c.c. M20 and c/adult s/car	£55
'55	**AMBASSADOR** 197 c.c. and box s/car. Immac.	£79
'50	**ARIEL** 500 c.c. VB and c/adult s/car	£99
'51	**B.S.A.** 600 c.c. M21 and Swallow c/adult s/car	£115
'52	**NORTON**, 500 c.c. 16H and c/adult s/car	£120
'51	**NORTON** 600 c.c. s.v. and c/adult Wat. Max.	£139
'53	**A.J.S.** 500 c.c., s/arm, and Wat. Window	£149
'52	**ARIEL**, 1,000 c.c. 4 o/haul, engine and s/str. s/c.	£179
'53	**NORTON**, 600 c.c. 19S s/a., spgr., Watsonian c/adult Maxstoke	£185
'52	**B.S.A.**, M33, spgr., and c/adult s/car	£195
'55	**TRIUMPH**, 650 c.c., 6T, c/adult s/car	[illegible]
'57	**B.S.A.**, 650 c.c. A10, plunger spgr., and matching B.S.A. de luxe s/c. s/car	£240
'54	**B.S.A.**, 650 c.c. A.10 Cannonball, 2-str. s/car	£250
'55	**TRIUMPH**, Tiger 110 and Steib s/car, fitted Avon Streamliner and other extras	£350

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'56	**KREIDLER** Moped. Excellent condition	[illegible]
'57	**VESPA**, fitted screen, etc., as new	£109
'56	**ADLER** 98 c.c., electric starter	£115
'55	**LAMBRETTA**, 150 c.c., low mileage, Superb	£115
'55	**BELLA**, 200 c.c., 4-speed, red	£125
'57	**NSU** Prima, black, s/starter. Immaculate	£165
'57	**BELLA**, 200 c.c., green, 4-spd., elec. starter	£180

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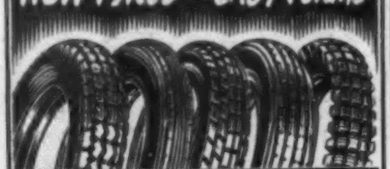

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Size	Dep.	Cash Price	Size	Dep.	Cash Price
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275 x 19	8/6	£3 4 6	325 x 20	10/4	£4 1 0
300 x 19	9/7	£3 13 6	350 x 19	11/8	£4 14 0
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ALL OTHER SIZES. 6 MONTHS TO PAY

NEW BARUM TYRES

WELL-KNOWN EUROPEAN MANUFACTURER

275 x 19	47/6	350 x 19	69/6
300 x 19	57/6	400 x 19	79/6
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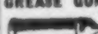
Post & Pkg. 3/- TUBES - 12/-

SPECIAL BARGAINS

ADAPTABLE TRAILER

Ex-W.D. Folding Two-Wheeled Carriers. Fitted with 300 or 325 x 19 tyres on wire wheels. Width open 32in., Closed 16in. £5 Carriage 15/-.

NEW EX W.D. POM-POM GREASE GUN 10in. long.



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5 Thou. Silver P.V.C. welded seams, reinforced eyelets.
9ft. x 6ft. P. & P. 1/10 11/3
12ft. x 8ft. P. & P. 2/8 22/3
Also 6 thou. 14/2 and 25/10.
SHAPED MOTORCYCLE COVERS 21/-. P. & P. extra.

R.A.F. STYLE SHOES

Leather with plain toes, hard wearing rubber studded soles and heels. Black or Brown.
Pair 24/9
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New Ex-Govt. PARAFFIN PRESSURE STOVES

Flame adjuster, 10in. ring. Boils kettle of water in 5 mins. In container 9½ x 9in. With Spares 25/9
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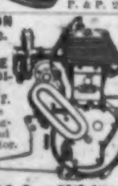
NORTON 500 c.c. S.V. ENGINE RECONDITIONED BY GOVT.



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Mod. 80 79 c.c. 2-stroke. 1⅛ x 1in. shaft.
£8.0.0
Case & Carr. 17/6

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THREE-WHEELERS AND CARS

MERCURY offer:—

£395!!—1954 Dellow Mark 2 2-seater; immaculate.

£295!!—1950 Morgan 44 2-seater, new Vynide hood; excellent.

£255!!—1950 Morgan F, super, red, immaculate.

£225!!—1939 Morgan 44 2-seater, red, Vynide hood; first class.

£155!!—1939 Morgan F, super, nice runner.

£145!!—1935 Morgan Super Sports, red, w.c., immaculate.

£135!!—1935 Morgan Super Sports, w.c., immaculate

£135!!—1937 Morgan F4 4-seater, red, 10hp. Girling.

£135!!—1936 Morgan F4 4-seater.

£115 to £125!!—1934 Morgan Super Sports, ohv Jap; choice of 3.

ALSO selection of 20 Morgan 3-wheelers of all types, 2-seaters and 4's; prices from £125 to £275.

MANY others; terms, exchanges; your motor cycle in exchange; tel. or write for list; 9-6 week-days, 10-1 p.m. Sunday for inspection.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. Wembley 6058-9. [C1084

A.C. PETITE

GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwood Corner Leytonstone, E.11. See display advertisements. [C1052/R

A.C. PETITE WANTED

GEORGE CLARKE pay most.—278 Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

AUSTIN

SLOCOMBES, Ltd., exchange your motor cycle or car with us for real after sales service.—Willesden 4869/3934. [C1103

COMERFORDS for new Austin A35s and vans, motor cycles and three-wheelers taken in part exchange. —Portsmouth Rd., Thames Ditton. Emb. 5551. [C1006

BERKELEY

COMERFORDS.—£435!! 1957 Berkeley Sports, bright red.—Portsmouth Rd., Thames Ditton. Emb. 5551. [C1006

GLANFIELD LAWRENCE (HIGHBURY), Ltd., distributors N. & E. London; immediate delivery from 28-32 Highbury Corner, N.5. Tel. Nor. 2791. [C1191/R

B.M.W. ISETTA

SLOCOMBES, Ltd., the B.M.W. Isetta enthusiasts, exchanges cars or motor cycles.—Willesden 4869/3934. [C1103

CLAUDE RYE, Ltd., for your new B.M.W. Isetta, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

WHITBYS OF ACTON.—Immediate delivery new Isetta; h.p., exchanges.—273 Acton Vale, London, W 3. She. 5355. [C1128/R

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GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstration; terms exchanges, all depots.—See display advertisement. [C1052/R

BOND MINICAR

ROWLAND SMITH'S for Bond.

NEW Mark E and de luxe Family in stock.

165gns.—Bond Minicar, Nov., 1954 2-seater, spare wheel, exceptional, choice of 3 Bonds; terms, exchanges, list; open 9-7 week-days and Saturdays. —Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models.

SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-7 (Sats. 9-6). [C1130/R

COMERFORDS.—£235! 1957 Bond Minicar, 2-seater, excellent condition.

COMERFORDS.—£225!! 1956 Bond Minicar, 2-seater, hard top, nice condition.

COMERFORDS.—1957 Bond Family de luxe, choice of 3; from £275.

COMERFORDS for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5551 (6 lines). [C1006

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Bat. 2252. [C1089/R

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R

GODFREY'S, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R

KENT.—Distributors for Bond Minicar; delivery from stock.—E. O. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [0076/R

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. [0523/R

ACCESSORIES

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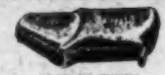

TEAMSTAR	£3/9/11
DUALITE	£4/5/-
DUALITE MINOR	£3/15/-
LYCETT DSI	£5/10/-
REPLACEMENTS FOR A.M.C., ETC., FROM	£4/10/-

Post & Packing 3/6
CASH OR TERMS
1/8th Deposit secures delivery.

PANNIER BAGS

NEW EX-W.D. 22/6 pair
With reinforced webbing on back and leather mountings. These are not converted packs but genuine pannier bags. Size 14½ x 15 x 5in. Also heavy quality black glossy P.V.C. Waterproof Bags 45/- pair.
Post & Pkg 3/-

REAR LUGGAGE CARRIER

For plunger or swinging arm suspension only
Frame size 14½ x 11in.
Post & Pkg. 1/9 30/- each

TANK LUGGAGE RACKS

All chrome with rubber buffers for tank mounting. As illus. 15/-
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PANNIER FRAMES

Black Enamelled Flat Steel with Folding Platform.
11/6 each

SPECIAL OFFER as above Tailored for ARIEL, TRIUMPH, B.S.A., plunger or s/arm, 33/- pr. Also for most other makes in TUBULAR STEEL 47/6 pr. Top carrier to fit, 21/-. State colour and machine. Post & Pkg. 3/6.

SADDLE TOPS

Finest quality materials
Small size 8/6
Large size 10/6 each.
Pillion Seat Tops 8/6 each.
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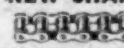
NEW CHAIN



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½ x 5/16 5/9 per foot.
½ x ¼, ½ x ⅜ 6/9 per foot.
STATE LENGTH REQUIRED.
Post & Packing approx. 2/6 per 6ft. length.

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Size	20 Thou.	30 Thou.	40 Thou.
18 x 24in.	5/6	8/-	11/-
27 x 24in.	8/-	11/3	16/-
36 x 24in.	11/-	16/-	22/-
54 x 24in.	16/-	22/6	32/-

Special transparent pliable non-crack windshield apron material, 27 x 24in., 12/-, 54 x 24in. 24/-.
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SILENCERS

FROM 8/6
Size 1⅛in.-2in. fitting

Black Enamelled	8/6
Heavy All Chrome	11/6
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All Chrome Megaphone Type with Detachable Baffle, 1½in.-2in. Diam., 19/6. All Chrome replacement silencers for Ariel, B.S.A., Triumph, A.M.C., Norton etc., from 27/6 each. Also the full range of Burgess Silencers in stock.
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FLEXIBLE EXHAUST TUBING

Asbestos Sealed Joint
1⅛", 1¼" & 1½" 2/9 per ft.
1⅝", 1¾" 3/- per ft.
1⅞", 2" 3/6 per ft.
Post & Pkg. up to 3/6 maximum for 6 feet. All sizes are internal diameter.

FAIRINGS £5.19.6 CASH OR TERMS

1/8th Deposit Secures Delivery. A full-size fairing in tough fibreglass with slotted screen. Fits over existing headlamp without dismantling. Also AVON FAIRINGS in stock at £8/6/11.
Carriage extra

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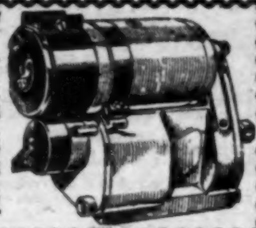
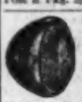
WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS
Spares for LUCAS, B.T.H. MILLER, WICO, VILLIERS, etc.



NEW EX-W.D. LUCAS MAG-DYNAMOS
2 Brush type. Clock or anti-clock. 87/6
Post & Pkg. 4/6.
Dynamos only 54/6
Mag. portions only 54/6
Post & Pkg. 3/6.
Reconditioned voltage controls 20/-.

DYNAMO ARMATURES
Most Types Exchange 30/-
Post & Pkg. 2/-.

MAGNETOS 50/-
Lucas and B.T.H. used, tested, anti-clock rotation.
State make, etc., 50/-. Reconditioned 79/6. Post & Pkg. 3/4.



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8in. Plain type Used 25/-
New 7in. 60/-
Post & Pkg. 2/9.

Used with Switch and Ammeter. 29/6
New Ex. Govt. 7in. Lucas 39/6
Also NEW 7in. latest type Miller, domed glass 65/-. P. & P. 3/6.

MILLER Streamlined Motorcycle Spotlight
Chrome-plated with adjustable bracket. 4½in. diameter 30/-
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6-VOLT HORNS
Used, Black finish 10/6
New, Black Klaxon. 18/9
Chrome Plated 19/9
Chrome Push 3/6.
Post & Pkg. 1/3.

1/4h.p. ENGLISH ELECTRIC MOTOR
New Surplus 200/250 v. A.C. 50 cycles, single phase 2,800 r.p.m. induction type. Self-start. Carr. 8/6. 85/-

LIGHTING WIRES
P. & P.1/3 6/9
Complete harness for Miller or Lucas. Coil ignition type 9/-.

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Your Speedo-Head repaired, cleaned and reset from 15/-
Smith's new trip model 70/-. Reconditioned non-trip 29/6. Trip model 45/-. Exchange Head D type 19/6. 90 m.p.h. non-trip 27/6. Trip model 32/6. Post & Pkg. 2/6.

NEW VOLTAGE REGULATORS
New Lucas MCR2 Ex W.D. (List Price 50/-). Post & Pkg. 2/3. 27/6

1-AMP. CHARGERS 52/6
New fully guaranteed with warning light, 200/250 volt A.C. Charges 6 v. and 12 v. batteries. 52/6. With Ammeter 57/6
P. & P. 3/6.

NEW BATTERIES
6 v. standard type with outside terminals. 17/6
Heavy duty 22/6
New Anti-vibration Type 25/-. Post & Pkg. 3/9. Carriers 6/9.

Ex-W.D. GENERATOR SETS
USED—TESTED—GOOD COND. J.A.P. ENGINE 14/28 v. D.C. 300 w. 2,500 r.p.m. Approx. size 27in. × 19in. × 7in. as illus. £15
C. & P. 20/-.

EASY TERMS 7/6 DEPOSIT & 6 MONTHLY PAYMENTS OF 9/10 SECURES GOODS VALUE £3. LARGER AMOUNTS PRO RATA.

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BOND MINICAR

GODFREYS, Ltd., the 3-wheeler specialists; Bond spares, sales and service all depots: see display advert.—Over-the-counter Bond spares service at 427, Brighton Rd., Croydon. Upl. 8275. [C1052/1/R

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278. Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London N.W.3. Ham. 6041. [W1114/R

BOND Mini wanted: cash or exchanges.—Ron McKenzie, 961, Chester Rd., Manchester. Longford 2100. [W1066

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

CORONET

BLUE STAR GARAGES, Ltd., sole distributors, Fortune Green Rd., N.W.6. Tel. Swiss Cottage 3460. [0058/R

£398.—1958 Coronet 2-3-seater, 500 miles only, as new; terms, exchanges.—Badger Garages, Blandford, Dorset. Tel. 615. [C1166

WATKINSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R

CORONET, choice of two, low mileage models, ivory, £399/10; blue, £379/10; exchanges welcomed, usual terms.—Watkinson Motors, Stockwell Rd., S.W.9. Bri. 2838. [C1174

FIAT

SLOCOMBES, Ltd., the Fiat enthusiasts, exchanges cars or motor cycles.—Willesden 4869/3934. [C1103

FORD

COMERFORDS for Fords.—New Popular for immediate delivery; motor cycles, 3-wheelers taken in exchange.

COMERFORDS.—£395!! 1954 Ford Anglia New Look, black, nice condition.

COMERFORDS.—£445!! 1955 Ford Anglia, very nice condition.

COMERFORDS.—£335!! 1953 Ford Prefect, green, very nice condition.

COMERFORDS.—£285!! 1950 Ford Prefect, beige, new tyres.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 95, Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. [0111/R

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Portsmouth Rd., Send, Surrey. Ripley 3122. [0514

HEINKEL

COMERFORDS.—£325!! 1957 Heinkel, grey, nice condition.

COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

SLOCOMBES, Ltd., the Heinkel enthusiasts, exchanges cars or motor cycles.—Willesden 4869/3934. [C1103

GODFREY'S, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, E.11. See display advts. [C1052/R

KENBOURNE MOTORS, Bournemouth.—3-wheeler distributors models from stock; part-ex. welcome.—Winton 1802. [0542

WHITBYS OF ACTON.—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. [C1028/R

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

1957 Heinkel Cabin Cruiser 3-wheeler, one owner, heater, spare wheel, immaculate; choice of 2 from £310, or terms.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128/1

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tul. 3211 [W1019

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174 [W1105/R

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 0609. [0022/R

COMERFORDS.—£285!! 1957 Messerschmitt KR200, superb condition.

COMERFORDS for Messerschmitts, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display adverts. [C1052/R

CLAUDE RYE, Ltd., for your new Messerschmitt; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

TESTWOOD MOTORS, main distributors, German trained mechanics, £1,000 spares always in stock, best exchange prices, guarantee and service.—Salisbury Rd., Totton, Hants. Totton 3611. [0221/R

MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE, stockists.—Stockwell Rd., S.W.9. [S1096/R

MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [C0445/R

POWERDRIVE

£239.—1957 Powerdrive luxury 2-3-seater, 4,000 miles red; terms, exchanges.—Badger Garages, Blandford, Dorset. Tel. 615 [C1166

RELIANT REGAL

325gns.—Reliant Regal 1956 4-cylinder coupe, one careful owner; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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P & C "SUPERSENIOR" SUIT

100% Waterproof, Tough, supple grained black Thermide P.V.C. Quilted-type lining throughout including trousers. Large storm collar. Sizes 34 to 44in.
CASH PRICE £8 . 19 . 6
Or 22/4 dep., 6 monthly payments of 29/8.
Jackets £5/7/6. Trousers £3/17/6.
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NEW P & C "MANX" SUIT
Finest "lightweight" stormproof motorcycle suit. Black P.V.C., welded seams, Jacket belted and lined, covered zip front. Breast pocket, wrist fastening and elastic waist trouser. Slip-through pockets. Sizes 36 to 44in.
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100% stormproof. The only Black Double Texture Twill coat of this type. Taped seams, detachable lining, three pockets, Tummy pad. Leg straps and D.R. style skirt. Sizes 34 to 44in.
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★ Hip length.
★ Lancer style —zip front.
★ 4 zip pockets.
★ Zipper cuffs.
★ Adjustable side straps.
★ Heavy quality Tartan lining.
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Waterproof blue or fawn gabardine. Quilted lining. Nylon Fur collar. Zip front. 4 pockets.
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GEORGE CLARKE for your 1958 Reliant; instant h.p. exchanges.—275-5, High St., Acton, W.3. Acorn 6543. [C1018

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms.—Willesden 4869/3934. [C1103

1955 Reliant coupe, low mileage, beautiful condition.—Jeffries, "Underhill," Staple Fitzpaine, Taunton, Somerset. [8147

GODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

£249/10!!!—Reliant Regal 1955-6 4-cyl coupe, grey, reduced for sale from £299/10, exceptional bargain; terms, exchanges.—Geo. Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019

MEETENS, Shannon Corner, New Malden (5110), for your new 1958 Reliant Regal coupe or hard top from stock; lists, demonstrations and tuition free; lowest and longest h.p. terms permissible; Reliants are a proven all British product; from £453/3/6. [C1203

GLANFIELD LAWRENCE (HIGHBURY), Ltd., sole distributors in London for the New Reliant Regal Mark III—the car on 3 wheels. See it in its up-to-date form—Streamlined, roomier, more comfortable, better performance, synchromesh gear box (reverse optional). Choice of colours; immediate hire purchase, part exchanges welcomed; Reliant sales, service, spares. Write, 'phone or call for illustrated catalogue. See the Reliant at your home if required.

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 28-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily, Monday to Saturday.) [C1191/R

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ROWLAND SMITH'S, the Reliant Regal buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GLANFIELD LAWRENCE OF FINCHLEY urgently require Reliant Regals for cash or part exchange; existing h.p. accounts settled.—407-419, High Rd., N.12. Tel. Fin. 0091-5. [W1044

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant distributors, offer top prices for Reliant cars and 5cwt vans; part exchanges or cash; our buyer will call if necessary.

RELIANT House, 28/32, Highbury Corner, N.5.

TEL. North 2791/4. [W1191/R

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EVERYTHING for the famous Reliant three-wheelers; we hold the largest stock of Reliant spares and accessories in the country; immediate over-the-counter service or twenty-four hours by c.o.d.; full servicing facilities, stores open 9 a.m. to 6 p.m., Monday to Saturday.—Glanfield Lawrence (Highbury), Ltd., Reliant House, 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [S1191/R

RENAULT

SLOCOMBES, Ltd., the Renault enthusiasts, exchanges cars or motor cycles.—Willesden 4869/3934. [C1103

TOURETTE SUPREME

WEST END MOTORS.—1958 Tourette Supreme, all British fibre-glass body, 4-speed and reverse, self-starter, demonstration model 20 miles only, a special offer, £299/10; terms and exchanges.—179, Upper Tooting Rd., S.W.17. Balham 4232. Also at 171, High St., S.E.15. New Cross 5118. [8022

THREE-WHEELERS AND CARS WANTED

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ROWLAND SMITH'S, the 3-wheeler buyers.—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham. 6041. [W1114/R

COMMERCIAL THREE-WHEELERS

COMERFORDS.—£175!! 1957 Lambretta Commercial delivery truck, mileage under 100, fully guaranteed.—Portsmouth Rd., Thames Ditton. [C1006

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CONWAY MOTORS urgently require late motor cycles.—301, Goldhawk Rd., W.12. Tel. Nos. (Sales) Riv. 4821-3. Spares Riv. 5725. [W1021/R

PUTNEY AUTOS purchase good post-war machines, immediate cash payment; h.p. accounts settled.—253 Putney Bridge Rd., S.W.15. Tel. Putney 1186. [W1138/R

GLANFIELD LAWRENCE OF FINCHLEY require late solos and combinations of all popular makes for cash or part exchange; existing hire purchase accounts settled.—407/419, High Rd., Finchley, N.12. Tel. Fin. 0091-5. [W1044

CLAUDE RYE, Ltd., good clean machines urgently required. Highest possible prices paid in cash on the spot! H.P. accounts settled. If you cannot call, write for labels. We pay carriage.—895-921, Fulham Road, S.W.6. Renown 6174. [W1105/R

G. K. RAE.—If you wish to sell remember that we will definitely pay within 30/- of the full market value for all good modern motor cycles, combinations and scooters offered, h.p. accounts settled and balance paid in cash. If you really mean business and wish to raise the highest possible price for your machines quickly and without fuss, it will pay you to call, 'phone or write and get our offer; established over 25 years and known for courtesy and honest dealing. "Ask your Dad."

G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. (Beginning at Great West Rd.). [W1107/R

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Enfield, 350 S.V., 1936	[illegible] 10
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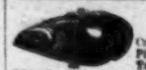
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SPECIAL OFFER 2,000 WHEELS FROM 5/-
ARIEL, B.S.A., ENFIELD, TRIUMPH. Front Wheels complete from 10/-. Rear Wheels complete from 20/-. NORTON Front Wheels complete from 15/-. VELOCETTE Front from 10/-; Rear from 30/-. Norton Brake Plates 10/-. Brake Drums 5/-. Hubs 10/-. Spindles 5/-. Races 2/6 each. Assorted Type 10/- Front; 30/- Rear.

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ALL models in stock; exchanges; lists.—Pride & Clarke, Ltd., 158, Stockwell Rd., S.W.9. Brixton 6251. [C1098/R

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N.S.U. QUICKLY

GIFFS OF SOUTH HARROW for N.S.U. Quickly; terms, exchanges.—Byron 2484. [C1053/R

WHITBYS OF ACTON for Quickly and all other mopeds.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

HUMPHREYS.—North London distributors for N.S.U. Quickly; full range of Quickly spares and accessories available, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326. [C1058/R

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PALMERS for Victoria Nicky spares and service.—81, Stanley Rd., Teddington Molesey 1646. [S1003

ZUNDAPP COMBINETTE

GIFFS OF SOUTH HARROW.—Immediate delivery; part exchanges welcome.—368, Northolt Rd., Byr. 2484. [C1053/R

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RAYMOND WAY OF KILBURN.

FOR your new sidecars on hire purchase.

RAYMOND WAY, Willesden Lane, Kilburn, N.W.6. See display advert. [M1052/R

DAWSONS for used sidecar bargains.

SWALLOW Jet 80 in very nice condition, grey and silver; £54.

SWALLOW d/a full-door saloon, on Velvet chassis, really nice; £57.

WATSONIAN large Maxstoke on VG21 chassis, blue, spotless; £54.

WATSONIAN Monarch 1957 body on 1955 VG21, lovely condition; £55.

TERMS one-third deposit, balance 24 months; call write or phone 41181.

DAWSONS MOTORS, Shakespeare Street, Nottingham. [71029

PERCE RYE.—Second-hand sidecar chassis.—9, Wards Ave., Fulham, S.W.6. Renown 6314. [M1199/R

GODFREY'S, Ltd., for all popular sidecars, all depots. Maida Vale 6044. Open 9-7, Sats. 9-6. [M1130/R

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RON McKENZIE, 961, Chester Rd., Stretford, Manchester; all types bought and sold; exchanges and terms. [M1086

THIS week's snip: Watsonian 1955 Ascot saloon on VG21 chassis, excellent condition but canopy requires repair; £29; dep. one-third.

WATSONIAN 1957 Monarch, almost as new, on VG21; £54; dep. one-third.

SWALLOW 1954 Jet 80, really well kept, grey and silver; £54; dep. one-third.

CALL, write or 'phone 41181. Dawsons Motors, Shakespeare St., Nottingham. [C1029

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ALL MAKES — ALL MODELS

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MUNDAYS, London's Leading Sidecar Specialists and Rider Agents, for Watsonian, Swallow, Canterbury, Raven, Streamline, Blacknell, Garrard and Wessex sidecars.

MUNDAYS for secondhands, personal callers only. Raven Cadmore for 125-350cc, £32/10; Surrey Rambler saloon for 125-350, £57/10; Blacknell Snug, as new, for 350cc, £57/10; B.S.A. sports tourer, £37/10; Steib sports, £29/10; Watsonian Windsor on VG21, £45; Canterbury adult and child saloon, £42/10; Watsonian Maxstoke, £57/10; Raven single-seater saloon; £49/10.

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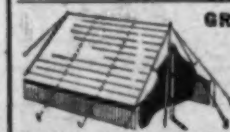

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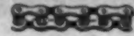

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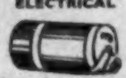

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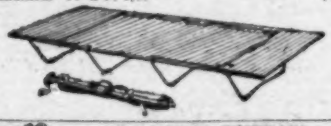

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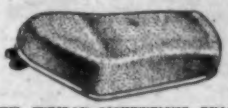

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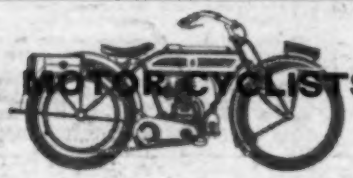

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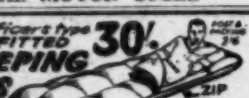

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Printed in Great Britain for the Publishers, Iliffe & Sons Ltd., Dorset House, Stamford Street, London, S.E.1, by Cornwall Press Ltd., Park Gardens, London, S.E.1. The Motor Cycle can be obtained abroad from the following: Australia and New Zealand: Gordon & Gotch, Ltd. India: A. H. Wheeler & Co. Canada: The Wm. Dawson Subscription Service, Ltd.; Gordon & Gotch Ltd. South Africa: Central News Agency, Ltd.; Wm. Dawson & Sons (S.A.), Ltd. United States: Eastern News Co., 306 West 11th Street, New York 14.

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B.S.A., '57, 350 B31, swinging arm, Fairing, 1 owner ..	£175 10
B.S.A., '56, 650 Road Rocket, taxed Dec. Real snip..	£190 10
B.S.A., '57, 650 A10, swinging arm, 1 owner, 4,000 mls.	£200 10
D.M.W., '57, 197, swinging arm, dual seat. Super	£109 10
DOUGLAS, '51, 350 Twin, dual seat. Really nice	£75 10
DOUGLAS, '57, 350 Dragonfly, d/seat. Super cond...	£139 10
ENFIELD, '55, 150 Ensign, spring frame, pillion, etc...	£49 10
ENFIELD, '49, 350 O.H.V., teles., dual seat. Bargain	£49 10
ENFIELD, '51, 350 O.H.V., teles., pillion. Bargain ..	£59 10
ENFIELD, '52, 500 Twin, s/arm, dual seat. Attractive	£99 10
ENFIELD, '54, 350 Bullet, swinging arm, dual seat, etc.	£119 10
ENFIELD, '56, 350 Bullet, s/arm, w/screen, l/shields	£139 10
EXCELSIOR, '53/4, 98 c.c. 2 speeds, taxed Dec. Bargn.	£29 10
EXCELSIOR, '57, 150, swinging arm, dual seat	£95 10
F.-BARNETT, '56 150, s/arm, pillion, panniers, etc. ..	£79 10
F.-BARNETT, '55, 225 Cruiser, s/arm, dual seat, taxed	£95 10
F.-BARNETT, '56, 197, 4-speed, dual seat, panniers ..	£95 10
F.-BARNETT, '56, 197, swinging arm, leg shields, panns.	£105 10
F.-BARNETT, '57, 250 Cruiser, panniers, only 15 miles	£145 10
GREEVES, '57, 250 Twin, swinging arm, dual seat, taxed	£145 10
INDIAN, '54/5, 250 S.V., teles., dual seat. Snip	£59 10
INDIAN, '56, 250 S.V., dual seat, taxed December ..	£69 10
JAMES, '52, 197, teles., spring frame, pillion, etc.	£49 10
JAMES, '54, 125, teles., spring frame, pillion, etc. ..	£49 10
JAMES, '56/7, 98 Comet, low mileage, taxed	£59 10
JAMES, '56, 150, swinging arm, leg shields, panniers	£79 10
JAMES, '55, 197, swinging arm, dual seat, screen	£89 10
JAMES, '56, 225, swinging arm, dual seat, taxed	£95 10
MATCHLESS, '51, 500 Twin, swinging arm, d/seat. Bgn.	£109 10
MATCHLESS, '55, 350, dual seat, screen, s/arm, etc.	£115 10
MATCHLESS, '54, 350, s/arm, crash bars. Really nice	£120 10
MATCHLESS, '55, 350, swinging arm, d/seat. Attract.	£130 10
MATCHLESS, '54, 500 Twin, dual seat, s/arm	£140 10
MATCHLESS, '57, G3LS, 1 owner, low mileage	£179 10
MATCHLESS, '56, 500 G9, crash bars. Really attractive	£195 10
NORMAN, '54, 98 c.c., speedo, 2 speeds, taxed	£35 10
NORMAN, '53, 197, teles., dual seat, taxed	£45 10
NORTON, '47, 500 O.H.V., teles., dual seat. Attractive	£55 10
NORTON, '54/5, 500 Model 88 Featherbed Twin, taxed	£140 10
NORTON, '56/7, 500 Model 88, 1 owner. Real snip	£180 10
NORTON, '56, 600 Model 99, only 5,000 miles. Super	£190 10
P. & M., '54, 350, s/arm, d/seat, taxed Dec.	£109 10
P. & M., '56, 350, s/arm, d/seat. As new	£129 10
SUN, '55, 197, swinging arm, dual seat, l/shields, taxed	£65 10
SUNBEAM, '50, 500, S8, shaft drive, dual seat, s/frame	£89 10
SUNBEAM, '53, 500 S8 Twin, d/seat, nice condition	£129 10
SUNBEAM, '56, 500 S8 Twin, d/seat. Absolute bargain	£169 10
TRIUMPH, '46, 350 Twin, teles., dual seat, taxed	£65 10
TRIUMPH, '54, 150 Terrier, spring frame, dual seat, etc.	£69 10
TRIUMPH, '55, 200 Cub, spring frame, d/st. Attract.	£89 10
TRIUMPH, '56, 150 Terrier, spring frame, d/seat. Nice	£89 10
TRIUMPH, '52, 500 Speed Twin, sprung hub, d/st.	£109 10
TRIUMPH, '51, 500 Tiger 100, sprung hub, d/seat	£109 10
TRIUMPH, '57, 200 Cub, s/arm, Avon Fairing, super ..	£125 10
TRIUMPH, '56, 500 Tiger 100, s/arm, Avon Fairing ..	£169 10
TRIUMPH, '56, 650, Model 110. Nice condition	£195 10
VELOCETTE, '50, LE Twin. Exceptional condition ..	£49 10
VELOCETTE, '52, LE 200 Twin, swinging arm, d/seat	£65 10
VELOCETTE, '54/5, LE, 200 Twin. Really nice cond.	£85 10
VELOCETTE, '55/6, 350 MAC, s/arm, d/seat, taxed	£130 10
VELOCETTE, '57/8, Valiant, c/bars, only 900 miles ..	£169 10
VINCENT, '51, 500 Series C Comet. Nice cond.	£169 10
ZUNDAPP, '56, 200 c.c., teles., swinging arm, d/seat ..	£169 10
ZUNDAPP, '57, 200, Pivot front forks. As new	£139 10

COMBINATIONS	Cash Price
ARIEL, '51, 1,000 Sq. 4, teles., spring frame, d/seat, 2-str. saloon sidecar. Attractive outfit	£149 10
ARIEL, '56/7, 500 Twin, Avon Fairing, New Canterbury Avenger, 2 adult sidecar	£260 10
A.J.S., '55/6, 500 Twin, s/arm, d/seat, Blacknell Bullet sidecar, with sprung chassis and brake	£200 10
B.S.A., '47, 600 S.V. M21, speedo, pillion, saloon s/car, amazing offer	£69 10
B.S.A., '49, 500 S.V., teles., pillion, etc. Swallow coupe sidecar. Velvet chassis	£85 10
B.S.A., '52, 600 S.V. M21, teles., leg shields, etc. 1957 Busmar 2-str. Devon saloon body	£129 10
B.S.A., '54, 650 Golden Flash, spring frame, d/seat. Swallow Comet 2-str. saloon sidecar	£170 10
ENFIELD, '49, 500 O.H.V., teles., pillion, etc., 2-str. saloon sidecar. Absolute gift	£69 10
EXCELSIOR, '56, 197, swinging arm, d/seat, etc. 1957 Watsonian Windsor, metal body. Excellent cond.	£119 10
MATCHLESS, '55, 500 O.H.V., s/arm, d/seat, Watsonian 2-adult saloon. Super condition	£199 10
NORTON, '48, 500 O.H.V., spring frame, d/seat, attractive Sports Tourer s/car. Real bargain	£79 10
P. & M., '55, 600 O.H.V., swinging arm, d/seat, etc. Watsonian saloon sidecar, taxed Dec. Real bargain	£189 10
SUNBEAM, '53, 500 S8 Twin, pillion, taxed December, Watsonian Ascot saloon sidecar. Absolute snip	£139 10
TRIUMPH, '51, 500 Speed Twin, teles., pillion, 1955 Swallow Comet 2-str. saloon body	£169 10

SCOOTERS, MOPEDS, THREE-WHEELERS AND CARS	
BELLA, '54/5, 150, pillion, taxed Dec. Really good ..	£89 10
BELLA, '56, 150, screen, carrier, pannier, taxed	£125 10
BELLA, '56, 200, dual seat, self starter. Attractive	£140 10
BELLA, '57, 150, self starter, screen. As new	£155 10
BELLA, '57, 200, self starter, carrier. Black	£159 10
BELLA, '58, 200, self starter, only 1,000 miles. Super	£179 10
B.S.A., '57, Dandy, 1 owner. Low mileage	£55 10
DAYTON, '57, 225 Albatross. Really nice condition..	£159 10
DAYTON, '57, 250 Twin, 700 miles. Perfect	£199 10
DIANA, '56/7, 150, screen, pillion, carrier	£140 10
HEINKEL, '57, 175, screen, spare wheel, 4,000 mls. ..	£169 10
KIEFT, '56, 200, self starter, spare wheel, 2,000 miles	£139 10
LAMBRETTA, '54, 125, pillion, carrier. Nice condition	£79 10
LAMBRETTA, '55, 150, spare wheel, carrier, screen. Txd.	£89 10
LAMBRETTA, '57, 150 Model D, screen, battery lights	£95 10
LAMBRETTA, '56, 150, pillion, carrier, screen	£105 10
LAMBRETTA, '55, 150, self starter, pillion, etc.	£115 10
LAMBRETTA, '57, 150, self starter, pillion, carrier ..	£135 10
LAMBRETTA, '57/8, 150 Mark III, £20 extras	£140 10
LEOPARD, '57, 50 c.c. Bobby 6, 2 seater, speedo, taxed	£65 10
MAICOLETTA, '57, 250, screen, carrier, taxed Dec. ..	£189 10
MERCURY, '56/7, 48 c.c. Merette, 4 stroke. Ex. cond.	£49 10
MERCURY, '56/7, 50 c.c. Hermes scooter, pillion, etc.	£45 10
N.S.U., '55, 50 Quickly, taxed Dec. Attractive	£35 10
N.S.U., '57, 50 c.c. Quickly, taxed Dec. 1 owner	£49 10
N.S.U., '56, 150 Prima, s/wheel, pillion, etc. Taxed ..	£139 10
N.S.U., '57, 150 Prima, screen, spare wheel, bags etc.	£169 10
PIATTI, '56/7, 125, spare wheel, screen, carrier	£69 10
PIATTI, '57, 125, screen, carrier, s/wheel, only 1,000 mls.	£89 10
PROGRESS, '57, 175, screen, d/seat. Ex. cond.	£125 10
TERROT, '57, 125, screen, spare wheel, and carrier ..	£109 10
T.W.N., '57, 125 Tessy de luxe, only 110 miles	£139 10
T.W.N., '57, 200 Contessa, screen. Superb cond.	£179 10
VESPA, '52, 125, speedo, pillion, s/wheel, etc.	£69 10
VESPA, '56, 125, pillion, carrier, screen	£89 10
VESPA, '56, 125, dual seat, spare wheel, etc.	£105 10
VESPA, '56, 150 Gran Sports, screen, c/bars, Ex. cond.	£125 10
VESTING, '57, 50 c.c. Moped, s/arm, d/seat	£35 10
VICTORIA, '56, 50 c.c. Scooterette, screen. Real snip	£49 10
WABO, '57, 98 c.c. Villiers, speedo, pillion, taxed	£69 10
WABO, '57, 150, pillion, screen, taxed Dec.	£69 10
ZUNDAPP, '57, 50 c.c. Combinette, 2 speeds, speedo. ..	£45 10
LAMBRETTA, '55/6, Steib box sidecar	£109 10
A.C. PETITE, '56, 350 c.c., s/starter, sun roof, bumpers	£279 10
BOND, '56/7, hardtop, self starter, taxed Dec.	£265 10
GORDON, '55, 197, 4 speeds, 4 seats, taxed	£189 10
HEINKEL, '57, 175 saloon, heater, spare wheel, etc. ..	£349 10
MESSERSCHMITT, '56, 175, 2-str., s/starter, taxed ..	£199 10
MESSERSCHMITT, '57, KR200 de luxe. Absolute gift	£259 10
POWERDRIVE, '56 322 Twin s/starter. Very attract.	£269 10

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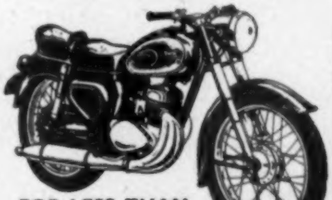

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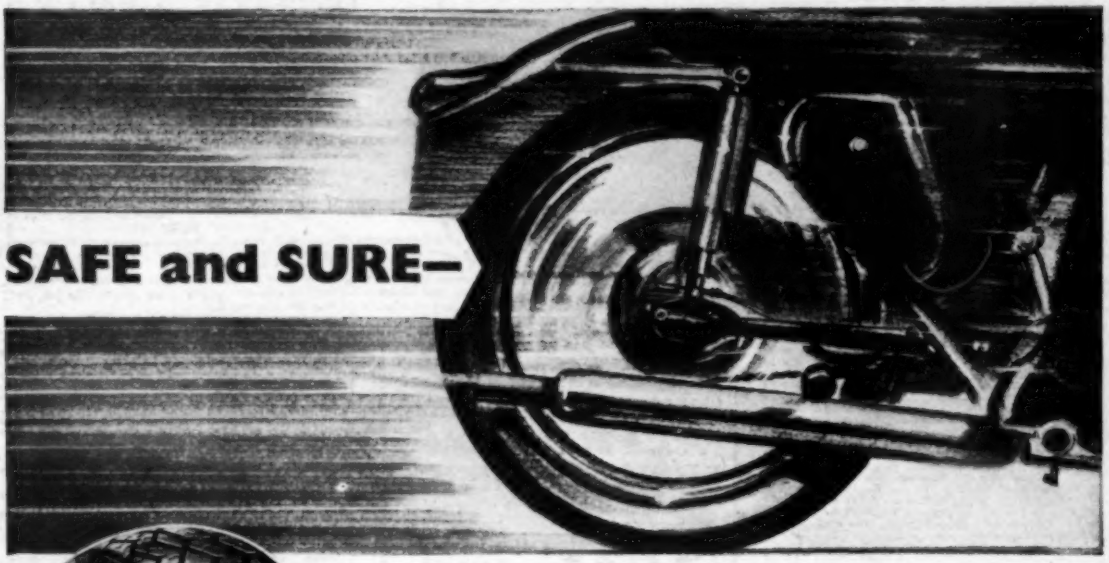

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